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EVERYDAY FREIGHT RULES

—AND—

TARIFF MANUAL

—APPLICABLE TO—

INTERSTATE TRAFFIC

"Nor shall any carrier charge or demand or collect or receive a greater or less or different compensation for * transportation of * * property, or for any service in connection therewith, between points named in * tariffs than the rates, * * and charges which are specified in the tariff filed and in effect at the time."—*Section 6, Interstate Commerce Act June 29th, 1906.*

"Consignors and Consignees should co-operate with agents of carriers in avoiding misunderstandings and errors in routing and must expect to bear some responsibility in connection therewith."—*Interstate Commerce Commission Ruling November 15th, 1907.*

COMPILED AND ISSUED BY
CHARLES E. BELL,
Atlanta, Ga.

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A. M. C.

INTRODUCTION.

Nearly four years have elapsed since Congress enacted the "Hepburn Act," conferring upon the Interstate Commerce Commission additional powers and greater control over the carriers of the United States.

One of the most important undertakings of the Interstate Commerce Commission has been to bring about uniformity in the construction and arrangement of freight tariffs, and to outline certain principles for the proper handling of freight traffic thereunder. Many special circulars containing administrative rulings and informal conference rulings relative to freight traffic, including uniform rules for the construction and arrangement of freight tariffs, have been issued by the Commission from time to time. The administrative rulings and rules for the construction and arrangement of tariffs are now contained in Interstate Commerce Commission Tariff Circular 17-A, approved June 28th, 1909, effective September 1st, 1909, and Supplement 1 thereto, and a majority of the informal rulings of the Commission are contained in the Commission's "Conference Rulings Bulletin No. 4," although some few rulings have been promulgated since the issuance of these publications.

Both Tariff Circular 17-A and Conference Rulings Bulletin No. 4 contain many rulings pertaining to passenger and transportation matters as well as to freight, and also detail matter having to do with the compilation of tariffs, both passenger and freight. Much correspondence and many conferences between the carriers and the Commission have been necessary in order to arrive at a clear understanding and proper interpretation of many provisions of the Act to Regulate Commerce and rulings of the Commission. To those not thoroughly familiar with freight traffic in all of its phases it is difficult to locate and properly interpret all of the rulings of the Commission pertaining strictly to freight matters and freight tariffs, and the purpose of this publication is to consolidate under general headings the principles outlined by the Commission applicable to "everyday" freight traffic, and to show the generally accepted interpretation thereof. Rules are included for the correct application of tariffs, together with illustrations of the forms of representative tariffs and examples of their use. All of the matter is arranged in a manner easy of reference, and the book is intended especially for those who have not the opportunity of familiarizing themselves with the rules of the Commission, and who are not thoroughly familiar with the construction and arrangement of tariffs. Shippers will find it of incalculable value, especially those shippers who are unable to employ traffic experts to look after the proper handling of their freight.

A compliance with the rules contained herein on the part of both the shipping public and the agents of the carriers will do much to prevent overcharges, delays, misrouting, claims, etc., and will promote a better understanding between shippers and consignees and the carriers, all of whose interests are so closely identified.

Should the Interstate Commerce Commission promulgate important rulings in future, in addition to, or conflicting with, the rulings shown herein to such an extent as to justify it this publication will be revised to include all such rulings. Or should a sufficient number of purchasers express the wish that the publication be supplemented from time to time, to include additional rulings of the Interstate Commerce Commission, such supplements will be issued and sold at a reasonable price.

CHARLES E. BELL.

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ITEM 1.

EXPLANATORY STATEMENTS.

The marginal references shown in this publication are for the purpose of readily locating authority for statements contained in paragraphs against which they appear. "Tariff Circular 17-A" is Interstate Commerce Commission Tariff Circular 17-A, and where "Conference Ruling" is indicated followed by a number, it indicates the Conference Ruling Number in Interstate Commerce Commission "Conference Rulings Bulletin No. 4". Some few conference rulings promulgated by the Commission subsequent to the issuance of Conference Rulings Bulletin No. 4 are also shown, together with the date on which they were made.

The following Conference Rulings are specific rulings made by the Interstate Commerce Commission, but given general application herein, i. e.:

6	48	91	127	186
19	64	96	137	188
20	80	98	147	190
34	84	111	170	
42	90	120	172	

The following Conference Rulings are not specifically referred to herein for the reason that they either duplicate Administrative Rulings or other Conference Rulings of the Commission, the principles of which are fully outlined herein with proper reference:

1	112	128	181	203
4	117	135	189	205
54	119	136	192	215
79	121	142	198	222
85	122	155	202	223
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This publication contains regulations pertaining only to "every-day" freight traffic, and Conference Rulings are not shown pertaining to phases of freight traffic not covered by the scope of this publication, or rulings that have been made by the Commission outlining their views but without expressing a definite principle to be applied on all traffic. In Item 94, pages 80 and 81, will be found a list of such Conference Rulings contained in Conference Rulings Bulletin No. 4. Also certain conference rulings made since the date of Conference Rulings Bulletin No. 4. None of these rulings change in any way the regulations as set forth herein.

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DEFINITIONS.

ITEM 3.

THE DEFINITIONS OF THE TERMS AND PHRASES SHOWN BELOW DEFINE SUCH TERMS AND PHRASES ONLY IN THE SENSE AS USED HEREINAFTER.

Agent: (a) A person appointed for the issuance of tariffs under Power of Attorney. (b) An employe of a carrier for the conduct of its business.

Analogous Articles: Articles corresponding to, and having close resemblance to some other article.

Bases: See Rate Bases.

Belt Line: A terminal line performing a switching service only.

Caretaker: A person traveling with property for its necessary care and protection.

Carrier: A railroad or water carrier transporting freight, subject to the Act to Regulate Commerce and to the jurisdiction of the Interstate Commerce Commission.

CARRIER:

Connecting, Connecting Line, Connection: A railroad or water line connecting with another railroad or water line.

Delivering: A carrier making delivery at destination.

Initial: A carrier on whose lines traffic originates.

Inland: A carrier transporting import or export traffic between points in the United States, in accordance with the Act to Regulate Commerce and rulings of the Interstate Commerce Commission.

Intermediate: A carrier forming a part of the through route between point of origin and point of destination, but that does not originate or deliver the traffic.

Issuing: A carrier that individually issues a tariff or for whose account it is issued by an agent.

Lake and Rail: See Rail and Water.

Ocean: A water carrier operating between a port in the United States and foreign countries not adjacent.

Participating: A carrier participating in tariffs under proper form of power of attorney or concurrence.

Rail-and-Water: A carrier transporting property partly by rail and partly by water.

Rail: A carrier transporting property entirely by rail.

Water: A carrier transporting property entirely by water.

Car Service: See Demurrage.

Classification: See Item 6 (a), page 15.

Commission: The Interstate Commerce Commission.

Concurrences: See Item 52, page 34.

Consignor: A person, firm or corporation making freight shipments.

Demurrage: See Item 19 (a), page 26.

Differentials: Specified figures to be added to or deducted from rates named to or from specific points, in constructing rates not specifically provided for.

Exceptions: Exceptions to classification.

Exchange Bill of Lading: A bill of lading given in exchange for another bill of lading.

Expense Bill: A paid freight bill.

Export Traffic: Traffic having origin at a place in the United States and transported to a foreign country.

Foreign Car: A term applied to cars in use on the line or lines of carriers other than the carrier owning or operating them.

Foreign Countries Adjacent: A country immediately adjoining the United States; Canada and Mexico.

Foreign Countries not Adjacent: A country not adjacent to the United States, including Cuba.

Gateway: A point to or through which traffic is forwarded or on which combination rates are made.

Grain Door: An inner frame or barrier placed before the door of a car loaded with, or to be loaded with, bulk grain.

Group Description: (a) One or more commodities of the same general character arranged by groups for descriptive or reference purposes. (b) A list of points arranged by groups for descriptive or reference purposes.

ITEM 3 (Continued).

I. C. C.: Interstate Commerce Commission.

Icing Charges: Charges for furnishing and placing ice in cars for the preservation of perishable freight. (See also "Refrigeration Service.")

Import Traffic: Traffic having origin in a foreign country and transported to a place in the United States.

Intermediate Routing: Routing via a line that does not originate or deliver the traffic.

Interstate Traffic:

(a) Traffic moving from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States, or the District of Columbia.
(b) From one place in a Territory to another place in the same Territory.
(c) From any place in the United States to an adjacent foreign country.
(d) From any place in the United States through a foreign country to any other place in the United States.
(e) From any place in the United States to a foreign country carried from such place to a port of trans-shipment.
(f) From a foreign country to any place in the United States carried to such place from a port of entry either in the United States or in an adjacent foreign country.
(g) Traffic (not including intrastate traffic) moving from an inland point by rail to a port, thence by water to another port, or moving by water from one port to another port and from the latter port to an inland point by rail, and which does not pass into the possession of or custody of the owner or his agent, at the port.
(h) Traffic originating in one State and moving to a point in the same State passing through another State or Territory.

Intrastate Traffic: Traffic originating at and destined to, and having entire transportation within the same State.

Lawful Charge: A charge made in accordance with lawful tariffs.

Minimum Carload: The minimum quantity of freight on which carload rate applies:

Misrouting: Failure to forward traffic via the proper route. (See Item 5, Pages 12, 13 and 14, and Item 66, Page 38.)

Mixed Shipments: Different articles contained in the same package or car transported under a rate published to apply on all of the articles contained in such package or car.

POINT:

Basing: A point on which rates are made by combination of rates to and from such point.
Concentration: A point at which a commodity or commodities are concentrated for subsequent re-shipment.
Initial: Point of origin.
Intermediate: A point located between point of origin and point of destination.
Point of Destination: A point at which final delivery is made.
Point of Origin: A point at which traffic originates.
Reconsigning: A point at which traffic is reconsigned.
Transit: A point at which a transit privilege is granted.

Post: The placing at stations, convenient to the public for inspection, copies of freight tariffs applying from or at such stations.

Power of Attorney: See Item 51, page 33.

Private Car: See Item 19 (g), page 27.

Private Side Track: See Item 19 (h), page 27.

Rate Bases: Authority for applying to or from points, to or from which no specific rates are published, specific rates applying to or from specified point or points, or for adding to or deducting from such rates specified differentials.

RATES:

All-Rail: Rates applying via all-rail routes.
Basing Rate: A rate to or from a point or points used in constructing combination rates.
Class Rate: A rate on a designated class specified in a classification or exceptions.
Combination: See Item 8 (a), page 17.
Commodity: A specific rate taking precedence over a class rate and published to apply on a given commodity or commodities.
Joint: A rate applying over the lines of two or more carriers.
Local: A rate applying on the lines of one carrier only.
Proportional: A rate applying as a proportion on traffic originating at or destined to points beyond the point to or from which such rate applies.
Rail-and-Water: Rates applying via the combined lines of rail carriers and water carriers.

ITEM 3 (Continued).

RATES:

Reduced: The application, under authority of lawful tariffs, of lower rate or fares than the published rates or fares.

Reconsigning: A change of destination, consignee or route.

Reduced Transportation: See reduced rates.

Refrigeration: The refrigeration service necesssary in the transportation of perishable freight. (See also "Icing Charges.")

Reparation Claim: A claim for protection of a lower rate than is lawfully published at date of shipment, on ground that such rate is unreasonable.

Route: A line or lines, of a carrier, or carriers, transporting traffic between given points.

Routing: The designation of the line or lines via which traffic shall be forwarded.

Schedule: A freight tariff.

Statutory Notice: Thirty days notice to the Interstate Commerce Commission and to the public.

Supplement: An amendment to a tariff containing changes, in, cancellations of, or additions to such tariff.

Switching Road: See Terminal Road.

Tariffs: Publications containing freight rates, rules or regulations.

TARIFFS:

Agency: A tariff issued by an agent for two or more carriers.
Basing: A tariff containing basing rates only.
Class: A tariff containing class rates only.
Common: A tariff issued by an agent or a carrier for two or more carriers.
Commodity: A tariff containing commodity rates only.
Distance: A tariff containing distance or mileage rates.
Individual: A tariff issued by a carrier under its own I. C. C. number.
Interstate: A tariff applying on interstate traffic.
Intrastate: A tariff applying on intrastate traffic only.
Joint: A tariff containing joint rates only.
Lawful: A tariff constructed and filed with the Interstate Commerce Commission in accordance with the law and the regulations of the Commission.
Local: A tariff containing local rates only.
Proportional: A tariff containing proportional rates only.
Switching: A tariff containing charges and regulations for switching service.

Terminal Charges: Charges accruing at points of origin or destination, and in some instances at intermediate points, such as car service, demurrage, handling, inspection, storage, switching, wharfage and similar charges.

Terminal Delivery: (As used in Item 5 (b). Delivery necessary at destination of traffic originated by lines other than the delivering lines.

Terminal Road: A road performing switching or terminal service only, and not engaged as a carrier in transporting traffic.

Terminal Routing: (As used in Item 5 (b). Routing via a line making delivery of traffic not originated by it.

Territorial Description: (a) A description of territory. (b) A list of points in a designated territory or territories for descriptive or reference purposes.

Transit Privileges: A privilege accorded traffic enroute, such as milling, cleaning, clipping, reconsigning, diversion, grading, icing, sacking, shelling, etc., etc.

ITEM 4.

APPLICATION OF TARIFFS.

Full Information as to Arrangement of Tariffs and Additional Rules Applying Thereto, Will be Found on Pages 33 to 42, and Illustrations of forms of Tariffs and Examples For Use Will be Found on Pages 43 to 79, Inclusive.

IN THE APPLICATION OF TARIFFS THE FOLLOWING GENERAL RULES SHOULD BE CAREFULLY FOLLOWED TO INSURE COLLECTION OF LAWFUL CHARGES VIA PROPER ROUTES.

GENERAL RULES.

1. Before applying a tariff or a classification or exception sheet on interstate traffic be certain that an I. C. C. number is shown thereon. Tariffs that do not show an I. C. C. number may not be applied on interstate traffic. (See Item 57(a), page 36, Item 6 page 15 and Item 80 page 42.)

2. Examine closely effective dates of tariffs and supplements and be certain rates are in effect before they are applied. (See Item 57(g), page 36 and Item 78(c), page 42.)

3. Items in supplements take precedence over items in tariff to which supplement is issued, and must be applied accordingly. (See Item 78, page 42.)

4. In the absence of commodity rates be sure that each article or commodity is correctly classified in accordance with the classification or exceptions governing the tariff, not only with respect to the ratings provided, but as to description and manner of packing, and that bills of lading and shipping receipts correctly describe the article or commodity tendered for transportation. If commodity rate is authorized, be sure that the commodity tendered is in accordance with the description applying to the published rate.

5. Follow carefully the rules of the tariff, classification, exceptions, or other issue containing rules by which tariff is governed, as, by reference, such classification, or other issue is made a part of the tariff. (See Item 57(f), page 36 Item 6(c), page 15 and Item 65, page 38). Specific rules contained in tariff, if any, should first be examined, and if in conflict, they will take precedence over rules contained in classification, exceptions or other issue referred to.

6. When a tariff is governed by a classification and exceptions, the exceptions should first be examined, as the ratings and rules therein take precedence over the ratings and rules in the classification proper. (See Item 6(d) page 15.

7. When class rates and commodity rates are provided between the same points, invariably apply the commodity rate, unless both the class rates and commodity rates are published in the same tariff with authority for alternative use. (See Item 7, page 16).

8. Do not use a class tariff until it is ascertained that no commodity tariff is in effect. (See Item 7(a) and 7(d), page 16 and Item 60 page 36).

9. When a tariff contains both class rates and commodity rates do not apply class rates until it is ascertained that no commodity rate is published. (See Item 7 page 16 and Item 60, page 36).

10. When a "Class and Commodity" tariff contains list of commodities on which rates are published in other tariffs, examine such other tariffs before applying class rates on such commodities. (See Item 60(a) (b) and (e), pages 36 and 37).

11. When carload rates are provided, the carload minimum applicable thereto, as shown in tariff or classification, must be strictly observed, especially where the minimum is increased or decreased due to variation in the size of equipment. (See Item 48, page 32).

12. Carefully observe routing instructions or restrictions. (See Item 66 page 38 and Item 5, pages 12, 13 and 14).

13. When a tariff contains no routing instructions, do not forward traffic thereunder via any line not shown as an issuing or participating carrier.

ITEM 4—Continued.

14. A tariff may not be applied over the line of any carrier not shown therein as an issuing or participating carrier under proper form of Power of Attorney or concurrence. (See Items 51 and 52, pages 33 and 34 and Item 56, page 35).

15. Where right is reserved by carrier to direct intermediate routing bills of lading must not be executed showing intermediate routing a carrier is not willing to observe. (See Item 66, page 38 and Item 5(c), page 12)

16. Examine and follow carefully "Explanatory Statements" contained in tariff. (See Item 64, page 38).

17. When reference marks are shown, examine explanation of such marks and follow strictly their application. A reference mark often changes the entire meaning of a rate, rule or regulation, or may authorize the substitution of some other rate, rule or regulation. (See Item 62, page 38).

18. A distance tariff may be applied only in the absence of *any other through rates.* (See Item 67, page 38)

19. Proportional or basing tariffs may not be applied on any traffic to or from any point or points, not authorized by such tariffs.

20. Transit tariffs and tariffs authorizing diversion and reconsignment must be applied as specified therein.

21. A tariff may not be applied from or to any point not named in the tariff, except when specific statement is contained in such tariff that the rates from or to the next more distant point will apply, and in instances where the tariff makes reference to some other issue for the list of points from or to which the tariff applies. (See Item 61 page 37).

22. A tariff may not be applied except as stated in clear and specific terms in the tariff.

23. A combination rate may not be applied if there is a through local, joint or distance (mileage) class or commodity rate in effect via route shipment moves. (See Item 8, Page 17).

ROUTING AND MISROUTING.

(See also Item 66, page 38).

ITEM 5.

Lawful charge is via route shipment moves:

Conference Ruling No. 214. (a) The lawful charge on any shipment is the lawful tariff rate via the route over which shipment moves.

Shipper may direct terminal routing:

Conference Ruling No. 214. (b) In order to secure desired delivery to industries, plants or warehouses, and to avoid unnecessary terminal or switching charges, a shipper may direct as to the terminal routing or delivery of shipments to points beyond the lines of the initial carrier, and shippers' instructions as to such terminal delivery must be observed in routing and billing such shipments.

Shipper may direct intermediate routing when tariff does not reserve right to Initial Carrier.

Conference Ruling No. 214. (c) A shipper may also direct as to intermediate routing, except when the tariff of the initial line reserves the right to the carrier to dictate intermediate routing.

Where "all rail" and "rail and water" rates are available, shipper should designate which should be used.

Conference Ruling No. 214. (d) When the tariff of the initial line reserves the right to the carrier to dictate intermediate routing and "all rail" rates and "rail and water" rates are available from point of origin to destination, the agent of the carrier should have the shipper designate which of the two he wishes to use.

Carriers may route either "all rail" or "rail and water" where shipper fails to designate routing.

Conference Ruling No. 190. (e) If "all rail" rates and "rail and water" rates are available for a shipment, the shipper should designate which routing he desires, i. e., whether "all rail" or "rail and water." Where a shipper fails to so specify the carrier may route the traffic, at its option, via the cheapest reasonable route, "all rail" or "rail and water."

Carrier must not execute bills of lading containing intermediate routing it is not willing to observe.

Conference Ruling No. 214. (f) If a carrier is not willing to observe the intermediate routing instructions of shippers it must not execute bills of lading containing such routing.

Duty of Agent to forward via cheapest available route in absence of Specific routing by shipper.

Conference Ruling No. 214. (g) In the absence of *specific* through routing by shipper, which the carrier is willing to observe, it is the duty of the agent of the carrier to route shipment via the cheapest reasonable route known to him of the class designated by the shipper; that is, if the shipper designates "all rail" routing, the cheapest reasonable route known to him applying via "all rail", or if the shipper designates "rail and water" routing, the cheapest reasonable route known to him applying via "rail and water," and via which he has rates which he can lawfully use.

Routing traffic in foreign cars which must be sent via a particular line or route.

Conference Ruling No. 214. (h) If a foreign car is available which, under rules as to car service, must be sent via a particular line or route over which a higher rate obtains, agent must explain that fact to shipper and allow him to elect whether he will use that car at the higher rate or wait for another car. If shipper elects to use the car at the higher rate, the agent should so note on bill of lading. If agent is in doubt he should secure information from proper officers of the Freight Traffic Department.

Carrier at fault may adjust overcharges caused by its agent in misrouting.

Conference Ruling No. 214. (i) If a carrier's agent misroutes a shipment, thus causing extra expense to the shipper over and above the lawful charges via another available route, over which such agent had rates applicable which he could lawfully use, and responsibility for agent's error is admitted by the carrier, such carrier may adjust the overcharge so caused by refunding to the shipper the difference between the lawful charges via the route over which shipment moved and what would have been the lawful

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ITEM 5—Continued.

charge on the same shipment at the same time via the cheaper available route of the class designated which could have been lawfully used. Such refund must in no case exceed the actual difference between the lawful charges via the different routes as specified, and must in every instance be paid in full by the carrier whose agent caused such overcharge and must not be shared in by or divided with any other carrier, corporation, firm or person.

Authority limited to cases of misrouting by carrier's agent.

Conference Ruling No. 214.

(j) The authority contained in paragraph (i) is limited strictly to the cases specified and to the circumstances recited, and does not extend or apply to instances in which soliciting or commercial agents of carriers induce shippers to route shipments over a particular line via which a higher rate obtains than is effective via some other line. The authority must not be used in any case, or in any way, to "meet" or to "protect" a rate via another route or gateway via which the adjusting carrier has not in its tariffs, at the time shipment moves, rates which are available and lawfully applicable thereto, nor as a means or device by which to evade tariff rates or to meet a rate of a competing line or route, nor to relieve shipper from responsibility for his own routing instructions.

Delivering carrier may be authorized to assess charges applicable via correct route if error in routing discovered before shipment delivered or charges paid.

Conference Ruling No. 214.

(k) If the error in routing is discovered before shipment has been delivered to consignee, or before charges demanded upon same have been paid, the carrier acknowledging responsibility for the error may authorize the delivering carrier to deliver the shipment upon payment of the charges that would have applied had the shipment been correctly routed, and to bill upon it for the extra charge.

Carrier responsible for error in routing may pay undercharge to delivering carrier if shipment delivered undercharged.

Conference Ruling No. 214.

(l) If a shipment has been delivered undercharged before the error is discovered, the carrier that acknowledges responsibility for the error may pay the undercharge to the carrier that delivered the shipment instead of requiring it to collect the undercharge from consignee or shipper. For example; if a 31 cents rate is lawfully in effect via an available route, and through error the agent of the carrier forwards a shipment over a route via which the lawful tariff rate is 37 cents, the carrier acknowledging responsibility for the error may pay the undercharge of 6 cents to the carrier that delivered the shipment instead of requiring such carrier to collect the undercharge from the consignee.

Carriers must not forward shipments via more expensive routes.

Conference Ruling No. 214.

(m) The carrier's agent must not route shipments via a route that will be more expensive to shipper than the one designated by him, or that does not furnish substantially as good and expeditious service.

Routing by carrier when bill of lading specifies rate not applicable via route designated.

Conference Rulings Nos. 159, 214 and 186.

(n) If a shipment is tendered accompanied by bill of lading in which certain routing is specified, and in which rate is also entered and the rate so entered does not apply via the route specified, but is lawfully applicable via another route, it is the duty of the carrier to send the shipment via the route via which such rate lawfully applies, unless a lower rate is applicable via the route specified by shipper, in which event shipper's routing must be followed without regard to the rate inserted in bill of lading, and failure on the part of carrier's agent to follow this course will be deemed misrouting, responsibility for which will rest upon the carrier whose agent so misroutes the shipment.

Carriers failing to transmit shippers routing to connecting lines responsible for additional charges.

Conference Ruling No. 199.

(o) When a shipper has given routing instructions which a carrier fails to transmit to its connections, the carrier failing to transmit such instructions shall be responsible for all additional transportation charges resulting from the misrouting of the shipment.

ITEM 5—Continued.

Intermediate carrier responsible for failure to respect routing of connecting lines.

Conference Ruling November 22nd, 1909.

(p) Freight tariffs are permitted to contain rules providing that they are subject to transit privileges shown in tariffs of individual carriers on file with the Commission. If an intermediate carrier fails to respect routing shown on billing to it and thereby causes shippers to lose a transit right at a given point, such intermediate line is responsible to the shipper for the difference between the rate paid in order to get the shipment back to the transit point and the lawful rate over the route directed by the shipper.

Carrier misrouting shipment via route via which through rate does not apply may authorize protection of rate in effect via proper route.

Conference Ruling No. 90.

(q) A carrier misrouting a shipment via a route via a part of which no rate is filed with the Interstate Commerce Commission, thus subjecting it to a higher charge than the through rate via the proper route, may authorize refund on account of its error in misrouting shipment, protecting the lawful rate in effect via the proper route.

Initial carrier liable for misrouting through failure to specify full routing where different rates are lawfully applicable.

Conference Ruling No. 137.

(r) Where an initial carrier delivers a shipment to a connection, but does not give it any routing instructions beyond noting on the waybill the through rate via the cheaper of two available routes, and the connecting carrier forwards the shipment over the route yielding it the greater revenue but carrying a higher through rate, the initial carrier is liable for the misrouting.

Much longer and indirect route not a "reasonable route."

Conference Ruling No. 91.

(s) A much longer and more indirect route is not a "reasonable route." For example, to a given point the direct route to which is over the lines of two carriers, a distance of 350 miles, the rate may be 22 cents, but it might be possible to send the shipment around over the lines of three carriers, a distance of 600 miles, and secure a combination rate of only 19 cents. The protection of the 19 cents rate will not be required because the much longer and indirect route is not a reasonable route.

Shipment taken in custody by shippers enroute.

Conference Ruling No. 147.

(t) If for any reason a shipper assumes custody of a shipment enroute and forwards it via a route different from that specified in bill of lading, the carrier must collect its local rate to point at which shipment is taken in custody by the shipper, and it may not apply its proportion of the through rate to such point.

Terminal delivery and local rates on distant roads.

Conference Ruling No. 214.

(u) Shippers must bear in mind that there is a limit beyond which an agent of a carrier can not reasonably be expected to know as to terminal delivery, or local rates at distant points, and on lines of distant roads, to or with which he has no specific joint through rates.

Consignors and consignees must bear some responsibility in connection with misunderstandings and errors in routing.

Conference Ruling No. 214.

(v) Consignors and consignees should co-operate with agents of carriers in avoiding misunderstandings and errors in routing, and must expect to bear some responsibility in connection therewith.

CLASSIFICATIONS AND EXCEPTIONS.

ITEM 6.

Definition of a classification.

(a) A classification is a publication containing list of articles or commodities commonly transported, indexed in alphabetical order, indicating the pages therein on which the ratings on such articles and commodities may be found. Such articles and commodities are again enumerated on pages specified indicating opposite each article or commodity the class rating to be applied thereon, together with statement as to whether the ratings specified apply when shipped in boxes, bundles, casks, barrels, kegs, in bulk, etc., etc., and where carload ratings are given, the carload minimum to be applied, where such minimum is different from that specified in the general rule of such classification governing carload shipments.
A classification also contains the general rules under which traffic will be transported, including rules as to marking and packing of shipments.

Standard classifications.

(b) There are three standard classifications in use in the United States. The "Official Classification," applied principally in the East and in that territory North of the Ohio and Potomac Rivers and East of the Mississippi River; the "Southern Classification," commonly applied in the South, i. e., that territory South of the Ohio and Potomac Rivers and East of the Mississippi River; and the "Western Classification," commonly applied West of the Mississippi River, although many tariffs from each of the above named sections are governed by either of the three classifications named.

These three classifications are issued by duly appointed agents under Powers of Attorney Form FX1.

Tariff is not governed by a classification except when and to the extent stated in tariff.

Rule 3(e) Tariff Circular 17-A.

(c) A tariff is not governed by a classification or exceptions, except when and to the extent stated in the tariff. If a tariff refers to a classification for governing rules, and also contains specific rules in conflict with the classification rules, the specific rules in the tariff will take precedence over the classification rules under the authority contained on title page of such tariff that it is "Governed, except as otherwise provided herein, by ..... Classification, ... I. C. C. No. ...., supplements thereto and reissues thereof."

If tariff is also governed by exceptions to the Classification, the title page will indicate, "and by exceptions to said classification ..... I. C. C. No. ...., supplements thereto and reissues thereof."

Exceptions to Classifications.

(d) Varying conditions existing in different sections of the country make it necessary to deviate from the standard classifications as to certain traffic moving to and from or between points in such sections. This results in many exceptions to the Standard Classifications.

These exceptions may be published under the same cover as the standard classification, or they may be published separately. The various exceptions to the Southern Classification are published under the same cover as the standard classification; the exceptions to the Official Classification are published separately, as are also the exceptions to the Western Classification.

Tariff must make reference to Classification and exceptions by which it is governed.

Rules 3 (e) and 4 (f) Tariff Circular 17-A

(e) Where a tariff is governed by a classification and "exceptions thereto" such tariff will make specific reference to the Exceptions, the I. C. C. number of same and by whom issued, indicating the particular exceptions by which it is governed.

State Classifications applied on Interstate Traffic.

Rule 13(h) Tariff Circular 17-A.

(f) Many States provide separate classifications or exceptions to the standard classification to apply on traffic moving between points within such states. These state classifications, or exceptions, may not be applied on interstate traffic unless they are given an I. C. C. number and filed with the Interstate Commerce Commission, and the tariffs governed by such classifications, when applied on interstate traffic, must also be given an I. C. C. number and filed with the Interstate Commerce Commission before they may be applied on interstate traffic.

COMMODITY RATES VERSUS CLASS RATES.

ITEM 7.

Commodity rate is the lawful rate though higher than class rate.

Rule 7(a) Tariff Circular 17-A.

(a) In every instance where a commodity rate is named in a tariff upon a commodity, and between specified points, such commodity rate is the lawful rate, and the only rate that may be used on that traffic between those points, even though a class rate or some combination may make lower. In other words the establishment of a commodity rate on any article or character of traffic takes such article or traffic out of the classification, and the class rates under ratings specified in the classification may not be used between the points between which such commodity rates apply.

Commodity rates may be made for specified mixed shipments.

Rule 7(a) Tariff Circular 17-A.

(b) Class or commodity rates may be made for specified mixed shipments to apply in carload or less than carloads, and such rates will be the lawful rates for such mixtures, even though certain parts of the mixtures are covered by class or commodity rates when shipped separately, but unless the rate explicitly states it will apply on such mixed shipments it may not be so applied.

Commodity rates must not be applied to analogous articles.

Rule 6(b) Tariff Circular 17-A.

(c) Commodity rates must be specific and must not be applied to analogous articles.

Note: This has distinct reference to "commodity rates" and does not prevent applying a classification upon analogous articles where such classification lawfully on file with the Interstate Commerce Commission contains the provision that it may be so applied.

Commodity tariffs take precedence over class tariffs.

Rule 6(c) Tariff Circular 17-A.

(d) Where a commodity tariff is in effect between specified points that are also covered by class tariffs applicable between the same points, the commodity tariff will be the lawful tariff to apply, and the class tariff may not be applied on such commodities.

Commodity rate with high minimum takes precedence over class rate with a low minimum.

Conference Ruling No. 84.

(e) If a carrier publishes a high class rate with a low carload minimum and also publishes a commodity rate with a high carload minimum, the commodity rate will take precedence over the class rate, unless it is published in a tariff containing both class and commodity rates and provision is made for the alternative use of either the class or commodity rate. (See paragraph (f).

Alternative use of class or commodity rates.

Rule 7(a) Tariff Circular 17-A.

(f) Many tariffs are constructed in sections providing for the alternative use of class or commodity rates. A "Class and Commodity Tariff" may contain the specific rule "If the rates in section ..... of this tariff make a lower charge on any shipment than the rates in Section ..... of this tariff, the rates in Section ..... will be applied." In other words, a class rate may be lower than a commodity rate or vice versa, and the tariff may authorize the application of whichever rate is lower, but in no case may the alternative rate be used unless the tariff contains specific authority therefor.

COMBINATION RATES.

ITEM 8.

Definition of Combination Rate.

(a) A combination rate is constructed by adding together the lawful rates of the several carriers participating in the movement of traffic from point of origin to final destination. Example: If no joint through rate is published from Richmond, Va., to Kansas City, Mo., and there is a published through rate from Richmond, Va., to St. Louis, Mo., and a published through rate from St. Louis, Mo., to Kansas City, Mo., the sum of the rate from Richmond to St. Louis plus the rate from St. Louis to Kansas City, would constitute a combination rate to apply from Richmond to Kansas City, via the route via which the separate factors apply.

If through rates are in effect, combination rates may not be applied.

Rule 5 Tariff Circular 17-A, and Conference Ruling Feb. 7, 1910.

(b) A combination rate may, in no case, be applied where there is a lawful through rate in effect, nor may a combination rate be applied unless all factors used in the construction of such combination rate are contained in tariffs lawfully on file with the Interstate Commerce Commission.

Application of Combination Rates.

Rule 5(a) and (c) Tariff Circular 17-A.

(c) If no specific rate from point of origin to destination of a through shipment is provided and no specific manner of constructing combination rate for it is prescribed, the lowest combination of rates applicable over the route via which the shipment moves is the lawful rate for that shipment,

Combination rate in effect at date of shipment must be protected.

Rule 5(a) and (c) Tariff Circular 17-A.

(d) A combination rate has the same binding effect as a joint rate and must be treated as a unit from the date of original shipment to the date of its arrival at destination, and the rate applied must be the combination of the existing rates upon date of original shipment. In other words, if a bill of lading is executed based on a combination rate, the combination rate in effect on date of issue of bill of lading must be protected even though a different rate beyond the basing point becomes effective while the shipment is in transit and before it passes such basing point.

Tariffs may specify combination rates to be applied.

Rule 5(b) Tariff Circular 17-A.

(e) A carrier may provide in its tariffs that, in the absence of a specific rate from point of origin to destination of a through shipment, combination rates to or via certain points will be made upon specified basing point or points, or by using certain specified tariffs or rates, and where tariffs make such provision the combination rate so specified will be the lawful rate for that shipment.

Equalization of combination rates not permitted.

Rule 5(b) Tariff Circular 17-A.

(f) The equalization of combination rates is not permissible, as traffic moving on a combination rate must be forwarded via the basing point or points on which such rate is made, except that if a shipment moves to or from a point directly intermediate to the base point upon which the lowest combination rate is made, such combination may be applied; and it is not necessary to haul the shipment to such base point and back again to or through point of origin or destination. Example (1). If a combination rate from Atlanta, Ga., to Mason, Ky., (a local station on the C. N. O. & T. P. Railway south of Cincinnati) is made by using the lawful rate from Atlanta to Cincinnati plus the lawful rate from Cincinnati to Mason, Ky., it is not necessary to haul the traffic to Cincinnati and back to Mason, but the shipment may be stopped at Mason, Ky., and delivered on the Atlanta to Cincinnati and Cincinnati to Mason combination rate. (2) If a combination rate from Mason, Ky., to Atlanta, Ga., is made by using the lawful rate from Mason, Ky., to Cincinnati, plus the lawful rate from Cincinnati to Atlanta, Ga., it is not necessary to haul the traffic to Cincinnati and back through Mason enroute to Atlanta, Ga., but the shipment may be forwarded direct from Mason, Ky., to Atlanta, Ga., and delivered on the Mason to Cincinnati and Cincinnati to Atlanta combination rate.

The words "point of origin or destination" shown above are interpreted by the Interstate Commerce Commission to include a junction point with a connecting or branch line, which is directly intermediate to the base point upon which the lowest combination makes and at which interchange is made. For example—If rate from Louisville, Ky., to Stuart, Va. (local station on Danville & Western Railway) is made on Lynchburg combination, the rate to Lynchburg being applicable via Southern Railway, it is not necessary to haul the traffic through Danville (the junction point with the Danville & Western Railway) to Lynchburg and back to Danville, but such traffic may be delivered to the Danville & Western Railway at Danville on a direct movement.

ITEM 8—Continued.

Combination rate subject to conditions, regulations and privileges obtaining as to any factor thereof.

Rule 5(c) Tariff Circular 17-A.

(g) All of the conditions, regulations and privileges obtaining as to any factor of a combination rate for a through shipment at the time it is forwarded from point of origin upon such combination through rate, must be adhered to and cannot be varied as to that shipment during the period of transportation from point of origin to final destination.

TRANSIT PRIVILEGES.

ITEM 9.

Transit privileges granted on various commodities.

(a) Many carriers grant transit privileges on various commodities, including milling in transit of grain, reshipment of grain, sorting and dressing in transit of lumber, concentration and substitution of cotton, refining of oil and other similar arrangements.

Transit privileges may be granted only under tariff authority.

Rule 10 Tariff Circular 17-A.

(b) Transit privileges may only be granted under tariffs filed with the Interstate Commerce Commission outlining in detail the exact privileges that will be granted on specified articles or commodities, and the points or territory from and to which the traffic may move thereunder.

Tariffs containing rates must show privilege or state will be given under tariff of line granting privilege or performing service.

Rule 10(a) Tariff Circular 17-A.

(c) If a transit privilege is granted in connection with the rate under which the shipment moves from point of origin, the initial carrier's tariff which contains such rate must also show the privilege, or must state that shipments thereunder are entitled to such privilege and are subject to additional charges according to the tariffs of the carriers granting the privilege or performing the service as "lawfully on file with the Interstate Commerce Commission."

Transit privileges may not be given unless tariff containing rate makes proper provision.

Rule 10(a) Tariff Circular 17-A.

(d) Unless the tariff in which the rate is published contains statement as outlined in paragraph (c), agents at transit points may not grant, nor may shippers obtain any transit privileges under the rules published and filed by the line granting the privilege or performing the service.

Charges for "back haul" or "out of line haul."

Rule 10(a) Tariff Circular 17-A.

(e) If charges for "back haul" or "out of line haul" are to be assessed in addition to the through rate, the tariff rule must so state.

Rate protected must be that in effect at date of shipment from point of origin.

Rule 10(a) Tariff Circular 17-A.

(f) Where transit privileges are granted, the through rate to apply must be that in effect on date of shipment from point of origin to transit point.

Transit privileges not retroactive.

Conference Ruling Nos. 6, 77 and 166.

(g) Transit privileges may not be applied retroactively. That is to say, a shipment moving into a transit point prior to the effective date of a transit tariff may not be given the benefit of such transit tariff.

Transit privileges in effect at date of shipment to transit point must be protected even if new tariff makes different arrangement.

Conference Ruling No. 80.

(h) Where a tariff provides that commodities may be concentrated on local rates at a certain point for reshipment within a specified period, and that expense bills for such inbound shipment will be surrendered and upon reshipment the through rates applied from point of original shipment, and before the period expires under which the privilege can be availed of a new tariff makes a new arrangement, inbound shipments moving into the concentration point under the old tariff and which moved out within the period specified therein must be given the benefit of the old rate.

ITEM 9—Continued.

Commodities may not be substituted at transit points for other commodities.

Rule 76 Tariff Circular 17-A.

(i) A milling, storage or cleaning in transit privilege cannot be justified on any theory except that the identical commodity, or its exact equivalent, or its product, is finally forwarded from the transit point under the application of the through rate from original point of shipment. It is not permissible, at a transit point, to forward on a transit rate a commodity that did not move into such transit point on a transit rate, or to substitute a commodity originating in one territory for the same or like commodity moving into transit point from another territory, or to make any substitution that will impair the integrity of the through rate. It is not practicable to require that the identity of each carload of grain, lumber, etc., be preserved, but, in the opinion of the Interstate Commerce Commission, it is not possible to lawfully substitute at a transit point any commodity of a different kind from that which has moved into such transit point under a transit rate or rule. That is to say, oats or the products of oats may not be substituted for corn, corn or the products of corn for wheat; nor wheat or the products of wheat for barley; nor may shingles be substituted for lumber, or lumber for shingles; nor may rock salt be substituted for fine salt, nor fine salt for rock salt; likewise oak lumber may not be substituted for maple lumber, nor pine lumber for either oak or maple; nor may hard wheat, soft wheat or spring wheat be substituted either for the other. These illustrations are given not as covering the entire field of abuse, but as indicating the view which the Interstate Commerce Commission will take of such abuses as they may arise.

RECONSIGNING PRIVILEGES AND RULES.

ITEM 10.

Reconsigning privileges granted by carriers must be published in tariffs.

Rule 74(a) Tariff Circular 17-A. Conference Ruling No. 72.

(a) Many carriers grant the privilege of changing the destination or consignee while a shipment is in transit or after it arrives at destination to which originally consigned, and the forwarding of such shipment under the through rate from point of origin to final destination. This privilege is of value to the shipper and to avoid discrimination, it is necessary for the carrier that grants such privilege to publish in its tariff that fact, together with the conditions under which it may be used and the charge that will be made therefor.

Reconsigning rules and charges must be reasonable and must be stated in clear and specific terms.

Tariffs containing rate must show privilege or state reconsigning will be permitted under tariff of lines granting privilege.

Rules 74(a) and 10 (a) Tariff Circular 17-A and Conference Ruling No. 72.

(b) If reconsigning privilege is granted in connection with a rate under which a shipment moves from point of origin, the initial carrier's tariff which contains such rate must also show the privilege or must state that shipments thereunder are entitled to such privilege and are subject to additional charges according to the tariffs of the carriers granting the reconsigning privilege "as lawfully on file with the Interstate Commerce Commission."

Reconsigning includes change of consignee, routing or destination.

Rule 74(b) Tariff Circular 17-A and Conference Ruling No. 72.

(c) Some carriers do not consider a change of consignee which does not involve a change of destination as a reconsignment while others do consider it a reconsignment and charge for it as such. Without specific qualification the term "reconsignment" includes changes in destination, routing or consignee. If a carrier wishes to distinguish between such privileges or charges, it must so specify in its tariff rules.

Through rate to apply must be that in effect at date of shipment from point of origin.

Rule 10(a) Tariff Circular 17-A.

(d) Where reconsigning privileges are given the through rate must be that in effect on date of shipment from point of origin to reconsigning point.

Reconsigning may not be applied retroactively to a previous shipment.

Conference Ruling No. 6.

(e) Reconsigning privileges may not be applied retroactively to a previous shipment. That is to say, if at date of original shipment tariff does not authorize the reconsigning privilege, but subsequently a new tariff does authorize such privilege, it may not be applied to the shipment forwarded before the effective date of such new tariff.

RECONSIGNMENT OR RETURN OF DAMAGED OR REFUSED SHIPMENTS.

NOTE. The reconsignment or return at free or reduced rates of refused or damaged shipments is subject to the rules and regulations of individual carriers lawfully on file with the Interstate Commerce Commission. The information given below is in accordance with the views of the Interstate Commerce Commission as expressed in Tariff Circular 17-A and Conference Rulings Bulletin No. 4.

ITEM 11.

Carriers may provide for return or reconsignment of refused or damaged shipments.

Rule 67 Tariff Circular 17 A and Conference Ruling No. 114.

(a) A carrier may provide rules for the return free or at reduced rates, or for reconsignment under through rate from point of origin, of articles that are damaged in transit or that are refused by consignees, provided such rules are so worded and applied as to prevent abuse or improper practices under them, and are stated in terms that are not open to misconstruction, and a satisfactory showing of genuine transaction and actual refusal of consignee must be required.

Care must be taken, however, to preserve the distinction between shipments in which the carrier has no interest except the collection of the transportation charges and which are reconsigned or returned purely out of consideration for the interest of the owner of the shipment, and shipments, which, because of damage or injury in transit, are left on the carrier's hands and in which it has an interest to the extent of the transportation charges and the value of the shipment.

Reconsignment of damaged or refused shipment may be made with or without exaction of reconsignment charge.

Rule 67 Tariff Circular 17-A.

(b) A rule providing for shipments which are refused by consignees to be reconsigned and forwarded under application of through rate from point of origin to final destination either with or without the exaction of a reconsignment charge is permissible.

Reconsignment under through rate.

Conference Ruling No. 114.

(c) When carriers are willing to reconsign refused shipments to points beyond the first destination and to apply the tariff rate from point of origin to final destination, even though it be lower than the rate to the first destination, such shipment may be reconsigned under the through rate provided proper provision is contained in carrier's tariff.

Charges for "back haul" or "out of line haul."

Conference Ruling No. 114.

(d) If charges for "back haul" or "out of line haul" are to be assessed in addition to the through rate the tariff rule must so state.

Bill of lading and waybill covering return movement must refer to original shipment and waybill.

Rule 67 Tariff Circular 17-A.

(e) Where tariff provides for return of shipments at free or reduced rates, the tariff rule must be strictly complied with, and such tariff rule should provide that the waybill covering the return movement and the shipping receipt must show reference to original shipment and waybill.

Reduced rates may not be applied except over route via which shipment originally moved.

Conference Ruling No. 42.

(f) A reduced rate on a return shipment authorized under lawful tariff may not be applied except over the route in its entirety over which shipment originally moved, and such reduced rates may not be applied where any one line constituting the return route did not originally handle the shipment.

Reduced rates may not be applied on shipments shop-worn or in disrepair through use.

Rule 67(b) Tariff Circular 17-A.

(g) The practice of returning at reduced rates articles that have been delivered into possession of consignee and have become shop-worn or have gotten into a state of disrepair through use is not proper, but a rule according reduced rates on return shipments is only proper where it applies to return of shipments that are received by consignee in bad order or are refused by consignee without examination.

Goods not in closed packages must not leave possession of carrier; when in closed packages must be returned to carrier within ten days.

Rule 67(b) Tariff Circular 17-A.

(h) As to shipments that are not in closed packages, and thus are open to immediate inspection, the rule should provide that in order to secure reduced rates on return movement the goods shall not leave the possession of the carrier before such claim is made. As to goods that are in closed packages, the rule should provide that in order to secure reduced rates on return movement they must be returned to the carrier within ten days.

ITEM 11—Continued.

A carrier may transport refused shipments free to points on its own lines for disposition.

Rule 67(d) Tariff Circular 17-A.

(i) Where a shipment is refused and is left on the hands of the carrier, and the carrier recognizes its responsibility for the value of the shipment and the transportation charges on same, such carrier may haul it for itself to such point on its own line as offers the best advantage or facilities for disposing of it just the same as it may haul property of its own.

EXPORT AND IMPORT TRAFFIC.

ITEM 12. (See also Item 13.)

Ocean carriers to Foreign Countries not adjacent, not subject to the Act to Regulate Commerce.

Rule 71 Tariff Circular 17-A.

(a) Ocean carriers between ports of the United States and foreign countries not adjacent are not subject to the Act to Regulate Commerce, nor to the jurisdiction of the Interstate Commerce Commission.

Rates to and from ports on export and import traffic must be published by inland carriers.

Rates must be the same for all shippers regardless of Ocean carrier.

Rule 71 (a) and (b) Tariff Circular 17-A.

(b) The inland carriers of export and import traffic (and by inland carriers are meant the rail carriers or rail and water carriers to or from the port of trans-shipment connecting with ocean carriers) must publish their rates to the ports and from the ports, and such rates must be the same for all, regardless of what ocean carrier may be designated by the shipper. In other words, the rate to or from the port on a given class or classes, or a given commodity or commodities, must be the same for all shippers and consignees alike regardless of the ocean carrier transporting the shipment beyond the port.

Through export or import rates may be published with the inland rate shown separately.

Rule 7(b) Tariff Circular 17-A.

(c) It is permissible for a carrier to state its inland rates, which must be open to all alike, regardless of what ocean carriers may be designated by shippers, as stated in paragraph (b), and to show in connection therewith the additional steamship charges which go to make up through rates to or from foreign destinations.

Export and import tariffs must be filed and posted, and may not be changed, except as stated.

Rule 71(c) Tariff Circular 17-A.

(d) Whether the plan outlined in paragraph (b) or the plan outlined in paragraph (c) is followed in publishing export and import tariffs, such tariffs must be filed with the Interstate Commerce Commission and posted, and may be changed only upon statutory notice or upon special permission from the Interstate Commerce Commission on shorter time, except that traffic exported to or imported from foreign countries not adjacent to the United States moving through ports of the United States or Canada on the Pacific Ocean, may, under order of the Interstate Commerce Commission dated October 24th, 1908, make reductions on three days notice to the Interstate Commerce Commission, and to the public, and like notice of ten days as to changes which effect increases in rates.

Through billing must separate liability of ocean carriers from inland carriers.

Rule 71(d) Tariff Circular 17-A.

(e) Export and import traffic may be forwarded under through billing but such billing must clearly separate the liability of the inland carrier or carriers and that of the ocean carrier, and must show separately the tariff rate of the inland carrier or carriers to the port of trans-shipment.

Import rate changed while shipment is in transit on ocean.

Conference Ruling No. 111.

(f) If an import rate is changed while a shipment is in transit to the port of trans-shipment, such rate may not lawfully be applied on such import shipment, unless it reaches the port of trans-shipment before the effective date of the new rate.

Import rates may not be applied on cargoes re-sold at ports and subsequently shipped.

Conference Ruling No. 170.

(g) After a cargo is unloaded at a port and sold and the purchaser later sells a part of the original shipment to another person, firm or corporation by whom it is shipped to an interior destination, the full local rate from the port is the only lawful rate applicable, notwithstanding the fact that there was in effect at date of shipment an inland proportional rate from the port to destination.

ITEM 13.

Export and import traffic to foreign countries adjacent.

Amended Rule 72 Supplement 1 Tariff Circular 17-A.

Distinction should be made between export and import traffic to and from foreign countries "not adjacent" and foreign countries "adjacent." Rules shown in Item 12, will not apply to tariffs on export and import traffic to and from Canada or Mexico. Joint tariffs naming rates from a point in the United States to a point in Mexico or Canada; from a point in Mexico or Canada to a point in the United States; from a point in Mexico through the United States to a point in Canada; from a point in Canada through the United States to a point in Mexico; from a point in Mexico through the United States to a point in Mexico; from a point in Canada through the United States to a point in Canada; from a point in the United States through Mexico or through Canada to a point in the United States must either be concurred in without reservation by all lines that are parties to the through rates and participate in the transportation thereunder, or a statement of the division of the rates accruing to the roads in the United States to or from the border must be incorporated in the tariff, or be filed with the Interstate Commerce Commission with, and at the same time the tariff is filed.

CLAIMS.

ITEM 14.

MISCELLANEOUS RULINGS PERTAINING TO CLAIMS.

Adjustment of claims without investigation.

Conference Ruling No. 68.

(a) It is not proper for a carrier to adjust claims immediately on presentation and without investigation. The fact that shippers may give bond to secure repayment in case, upon subsequent investigation, the claim proves to have been improperly adjusted, does not justify the practice.

Collection of undercharges.

Conference Rulings No. 3 and No. 187.

(b) Carriers must exhaust their legal remedies to collect under charges.

Delivering carrier must collect undercharge.

Conference Ruling No. 16.

(c) Even though an undercharge results from an error in billing by the initial carrier, or a connection, the delivering carrier must collect the undercharge.

Delivering carrier must investigate as to lawful rates before paying claims.

Conference Ruling No. 15.

(d) A delivering carrier cannot accept the authority of a connecting line and thus shield itself from responsibility in paying claims, but must investigate and ascertain the lawful rates and allow the claims or not, upon basis of its own investigation.

Delivering carrier must collect lawful rates on prepaid shipments.

Conference Ruling No. 156.

(e) It is the duty of the delivering carrier to collect the lawful rates on prepaid shipments, and to correct any error that may have been made by the agents of the initial carrier in billing, or in the collection by the initial carrier of the prepaid charges.

Claims may not be deducted from freight bills.

Conference Ruling No. 48.

(f) A shipper or consignee having a claim against an interstate carrier may not deduct from the amount of any freight bill which he owes the carrier, the amount of such claim, as the two transactions have no relation one to the other and such a deduction from the lawful charges cannot be made.

Damage caused by delay of notice of arrival at destination.

Conference Ruling No. 127.

(g) If a carrier fails to effect notice of arrival of shipments, partly because of erroneous address, damage resulting from delay is not due to any violation of the Act to Regulate Commerce and resulting claims therefrom will not be recognized by the Interstate Commerce Commission.

FORMAL REPARATION CLAIMS.

ITEM 15.

In formal cases, attacking rates, reparation will not be granted by the Interstate Commerce Commission, except in the exercise of its discretion.

Conference Ruling No. 206.

(a) In a formal case, attacking a rate as unreasonable or otherwise in violation of the law, unless intent to make reparation is disclosed therein, reparation will not ordinarily be awarded by the Interstate Commerce Commission. The Commission may, however, in the exercise of its discretion, upon good cause and under unusual circumstances, specially deal with a particular claim for reparation.

Claims filed by complainants not parties to complaint based upon decision of the Interstate Commerce Commission.

Conference Ruling No. 206.

(b) Claims based upon a decision of the Interstate Commerce Commission filed by complainants not parties to the case in which such decision was rendered will not ordinarily be allowed, unless reparation was claimed in complaint upon which such decision of the Interstate Commerce Commission was based or was awarded by the Interstate Commerce Commission. The Commission may, however, in the exercise of its discretion, upon good cause shown, and under unusual circumstances, specially consider a particular claim for reparation of this class.

Complaints for reparation must disclose as nearly as possible all claims involved in the complaint.

Conference Ruling No. 206.

(c) Complaints for reparation must disclose as nearly as possible all the claims of complainant or complainants covered by or involved in the complaint, except that when a general rate adjustment or a rate under which many shipments have been made to many destinations, or from many points of origin by many shippers, is involved, complaint may contain specific prayer for reparation on all shipments, and the proving up as to shipments and amounts of reparation due thereon be left until the questions of the reasonableness of the rate or rates and whether or not reparation will be awarded, have been decided. And each claimant for reparation under a decision that has been rendered must include all his shipments and claims in one complaint or statement.

Conference Ruling No. 49.

(d) When a formal reparation order has been made by the Interstate Commerce Commission, the principle upon which it is based extends to all like shipments, but no refunds may be made by the carrier upon such like shipments except upon specific authority from the Interstate Commerce Commission therefor.

Claims filed with the Interstate Commerce Commission must have accrued within two years prior to date filed.

Conference Ruling No. 10.

(e) Claims filed with the Interstate Commerce Commission must have accrued within two years prior to the date when they are filed, otherwise they are barred by the statute.

Rates reduced by formal order of the Interstate Commerce Commission to be maintained two years.

Conference Ruling No. 14.

(f) Rates reduced by formal order of the Interstate Commerce Commission shall be maintained for a period of not less than two years from date of such order.

INFORMAL REPARATION CLAIMS.

ITEM 16.

Conference Rulings Nos. 38, 200 and 220.

(a) The Interstate Commerce Commission will adjust certain claims of shippers against carriers on "informal complaints" where such claims might otherwise develop into formal complaints.

(b) Refund or reparation on informal complaints will be authorized only where the informal showing plainly develops a case in which the Interstate Commerce Commission would grant reparation on a formal hearing, and in which an adjustment agreeable to complainant and carrier or carriers, is reached in conformity with the provisions of the law.

(c) Reparation involving refund of alleged overcharges in instances where lawful tariff rates have been applied will be authorized only when the carrier admits the unreasonableness of the rate charged.

(d) It must be shown that within a reasonable time, not exceeding six months, after the shipment moved, the carrier has incorporated in its own tariffs, or in tariffs in which it has lawfully concurred, the rate upon basis of which adjustment is sought, and has thus made that rate lawfully applicable via the route over which shipment

ITEM 16—Continued.

in question moved. Adjustment of a claim of this character that is filed with the Interstate Commerce Commission in six months after the shipment has moved, may, however, be authorized even if more than six months have elapsed between the movement of the shipment and the effective date of tariff rate or regulation that forms the basis of such adjustment.

(e) Authority for refunds based on reduction in rates or changes in tariff regulations will contain the Commission's order requiring that such rate or regulation be maintained for a period of time to be named at the discretion of the Commission.

(f) When an informal reparation order has been made by the Interstate Commerce Commission, the principle upon which it is based will be extended to all like shipments, but no refunds may be made upon such like shipments except upon specific authority from the Commission therefor.

(g) The shipper should pay the lawfully published charges applying via the route over which shipment moves, and make claim for refund if he believes he has been overcharged.

(h) Refund of demurrage charges which accrue pending adjustment, or subsequent to consignees refusal to accept a shipment and pay the lawful charges thereon, will not, ordinarily, be included in award for reparation.

(i) The delivering carrier must collect and the consignee must pay demurrage charges as per lawful tariffs, but demurrage charges accruing because of error of a carrier are considered in the same light as are other additional transportation charges caused by carrier's error, and if adjusted, the full expense thereof must be borne by the carrier whose agent is responsible for the error.

(j) The Commission will not recognize a reparation claim based on a reduction in a rate by a carrier simply in order to meet the rate applicable via the lines of a competing carrier.

TRANSPORTATION OF CARETAKERS OR ATTENDANTS IN CHARGE OF PROPERTY.

NOTE: THE ISSUANCE OF FREE OR REDUCED TRANSPORTATION TO CARETAKERS IS SUBJECT TO THE INDIVIDUAL RULES OF EACH CARRIER, LAWFULLY ON FILE WITH THE INTERSTATE COMMERCE COMMISSION.

ITEM 17.

Rule 60 Tariff Circular 17-A.

(a) Section 1 of the Act to Regulate Commerce provides that free transportation may be furnished to "necessary caretakers of livestock, poultry and fruit." This provision is construed to mean necessary caretakers of livestock, poultry or fruit, that is loaded and ready for movement, or the movement of which is actually contracted for or that is actually in transit, and may include free or reduced fare transportation for the return of such necessary caretakers.

Rule 60 Tariff Circular 17-A.

(b) Such free transportation may be given under proper tariff authority to caretakers in charge of livestock, live poultry, fruit, perishable vegetables, bees in hives and live fish.

Rule 60 Tariff Circular 17-A.

(c) Tariff may provide that a caretaker sent out to return with a shipment that is arranged for, or that is in transit will be required to pay fare going and that such fare will be refunded if the person so sent returns as actual caretaker of the shipment for which he is sent. But a tariff rule which provides that if a person goes out over the line with the intention of purchasing livestock and returns within a certain time with a certain number of cars of livestock the carrier will refund to him the fare paid on the outgoing trip is improper and unlawful.

Conference Ruling No. 171.

(d) Where tariff includes refrigeration service under the rates named therein on perishable freight shippers or their agents are not considered necessary caretakers, and free transportation may not be issued to them.

Conference Ruling No. 37.

(e) Passes to caretakers must be in the form of trip passes limited to the journey on which the person to whom the pass is issued acts as a caretaker and may also cover the return journey. Annual or time passes to caretakers are unlawful.

Rule 60 Tariff Circular 17-A.

(f) No free or reduced transportation may be granted to caretakers, except under special provision in tariff filed with the Interstate Commerce Commission, and then only under the specific provisions named therein.

Conference Ruling No. 150.

(g) Free or reduced transportation may be given necessary caretakers of property transported for the United States, State or Municipal Governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat. The words "necessary caretakers" mean those persons necessary to the safe and proper care of the property during the period of transportation, and may not properly be extended to cover any persons other than those actually accompanying such property and that are necessary to its care.

CHANGES IN RATES.

ITEM 18.

A tariff must remain in effect thirty days, except on special permission from the Interstate Commerce Commission.

Rule 9(h) Tariff Circular 17-A.

(a) A tariff must remain in effect thirty days before any rate contained therein may be changed, except under authority from the Interstate Commerce Commission for shorter notice.

Interstate Commerce Commission may authorize changes on less than thirty days notice.

Rule 58 Tariff Circular 17-A.

(b) The Interstate Commerce Commission, in its discretion, may permit changes in tariff rates on less than statutory notice, but changes on short notice will be authorized only in cases where actual emergency and real merit are shown, and where special or peculiar circumstances or conditions justify, and request for authority for such changes must be made by the carrier issuing the tariff, or in case of common or agency tariffs, by the carrier's duly appointed agent. The desire to meet the rate of a competing road or line which has given full statutory notice of change in rates, will not of itself be regarded as good cause for allowing changes on less than statutory notice. Clerical or typographical errors in tariffs are regarded as good cause for allowing such authority.

Rules 14, 56, 57 and 58 Tariff Circular 17-A.

(c) Under rules prescribed by the Interstate Commerce Commission changes may be made on less than thirty days notice as follows: (1) upon special permission of the Interstate Commerce Commission, (2) by order of the Interstate Commerce Commission, (3) by reduction of a joint rate to the exact sum of locals between the same points (4) On newly constructed lines of roads, including branches and extensions of existing roads.

Establishment of rates on new roads.

Rule 57 Tariff Circular 17-A.

(d) On newly constructed lines of roads, including branches and extensions of existing roads, joint rates may be established, in the first instance, to and from points on such new lines, by the carrier owning or operating such newly constructed line, by posting a tariff of such rates and filing same with the Interstate Commerce Commission one day in advance of effective date. This authority will not apply to joint rates issued to or from new stations on old lines of road. Tariffs or supplements to tariffs issued by other carriers, or by joint agents, establishing rates to or from or via such newly constructed line can only be issued on statutory notice or under special authority from the Interstate Commerce Commission for shorter time.

Reduction of joint rates higher than combination rates.

Rule 56 Tariff Circular 17-A.

(e) When a joint rate is in effect via a given route between any points which is higher than the sum of locals between the same points, by the same or another route, and such joint rate has been in effect thirty days or longer, it may be changed by reducing same to the exact sum of such locals upon posting and filing with the Interstate Commerce Commission one day in advance of effective date a supplement to or reissue of the tariff in which the joint rate so reduced appears, except if the joint rate so reduced is contained in a strictly class tariff, the reduced rate will be published in a new commodity tariff or in a supplement to or reissue of a tariff which contains commodity rates, and in which all carriers whose lines make up the route over which the rate applies have concurred, and which is issued by the same carrier or agent that issued the tariff which contained the joint rate so reduced.

Tariff issued on less than thirty days notice must indicate authority therefor.

Rule 3(g) Tariff Circular 17-A.

(f) On every tariff or supplement that is issued on less than thirty days notice by permission or order or regulation of the Interstate Commerce Commission, or by authority of decision of the Interstate Commerce Commission, must be shown notation referring to such permission, order, regulation, or decision.

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DEMURRAGE.

NOTE: DEMURRAGE CHARGES AND REGULATIONS ARE SUBJECT TO THE INDIVIDUAL RULES OF EACH CARRIER LAWFULLY ON FILE WITH THE INTERSTATE COMMERCE COMMISSION.

ITEM 19.

Definition of demurrage.

Rule 75(f) Tariff Circular 17-A.

(a) Demurrage is a charge for detention to cars that have been placed by carrier for loading or unloading.

Demurrage rules and charges on interstate traffic subject to Act and jurisdiction of Interstate Commerce Commission.

Rule 75(a) Tariff Circular 17-A.

(b) On March 16th, 1908, the Interstate Commerce Commission ruled that demurrage rules and charges applicable to interstate shipments are governed by the Act to regulate commerce, and therefore are within its jurisdiction and not within the jurisdiction of State authorities. Any other view would open a wide door for the use of such rules and charges to effect the discriminations which the Act prohibits.

Demurrage rules and charges must be observed as strictly as transportation charges.

Rule 75(a) Tariff Circular 17-A.

(c) Demurrage rules and charges must be observed as strictly as transportation charges. The Commission can not, therefore, recognize as lawful any rule governing demurrage, the application of which is dependent upon the judgment or discretion of some person, or which provides for exemption therefrom in certain exigencies in the creation of which the carrier has no part.

Conditions under which demurrage may be refunded or waived.

Rules 75(b) and (c) Tariff Circular 17-A Uniform Code of Demurrage Rules. Conference Ruling No. 142.

(d) It is not permissible to provide that demurrage may be refunded or waived in case of inclement weather, and leave to the judgment of some person what constitutes inclement weather. It is permissible to provide that demurrage charges shall be waived or refunded in case of weather interference so severe as to make it impossible to employ men or teams, or impossible to load or unload cars without serious injury to the freight; or when shipment is frozen so as to prevent, or seriously hinder, unloading, or when because of flood or high water, or snow drifts, it is impossible to get to the cars for loading or unloading.

When cars are delayed in transit and delivered by a carrier in such number as to exceed the shippers facilities for unloading within the free time, tariffs may contain a rule providing that, when by fault of the carrier, cars are bunched in excess of the shipper's or consignee's ability to handle them within the free time, demurrage will not accrue.

Conference Ruling No. 32.

The delivering carrier is under obligation to collect demurrage charges assessed by it, although such charges may have accrued as result of error on the part of another carrier. The shipper or consignee should pay the lawfully published rate via the route over which the shipment moved, pending dispute, and then make claim for refund.

When the delivering carrier demands more than the lawful rate, the consignee is released from the obligation to pay demurrage charges accruing during the pendency of the dispute as to the lawful rate.

Conference Ruling No. 8.

Demurrage charges may not be waived due to the fact that such charges are occasioned by a strike.

Demurrage accruing because of failure to load car promptly must be collected.

Conference Ruling No. 96.

(e) Demurrage accruing because of failure to load car promptly must be collected from either the shipper or consignee, regardless of whether the shipment is sold "delivered" or "f. o. b." point of origin.

ITEM 19—Continued.

Demurrage on private cars.

Uniform Code of Demurrage Rules.

(f) Empty private cars stored on carrier's or private tracks, provided such cars have not been placed or tendered for loading on the orders of a shipper, are not subject to demurrage rules.

Note.—Private cars while in railroad service, whether on carrier's or private tracks, are subject to demurrage rules to the same extent as cars of railroad ownership.

(Empty private cars are in railroad service from the time they are placed by the carrier for loading or tendered for loading on the orders of a shipper. Private cars under lading are in railroad service until the lading is removed and cars are regularly released. Cars which belong to an industry performing its own switching service are in railroad service from the time they are placed by the industry upon designated interchange tracks and thereby tendered to the carrier for movement. If such cars are subsequently returned empty they are out of service when withdrawn by the industry from the interchange; if returned under load, railroad service is not at an end until the lading is duly removed.)

Definition of private car.

Rule 75(e) Tariff Circular 17-A.

(g) A private car is a car owned and used by an individual, firm or corporation for the transportation of the commodities which they produce, or in which they deal, also including cars owned and leased to shippers by private corporations.

A private car owned by one shipper but used with his consent by another shipper dealing in a different commodity, is not a private car as defined by the Interstate Commerce Commission in connection with demurrage charges.

Definition of a private side track.

Rule 75(e) Tariff Circular 17-A.

(h) A private side track is a side track which is not owned by the railroad, is outside the carriers right of way, yards or terminals, and to which the railroad has no right of use superior to the right of the shipper. This definition is based upon consideration of the carrier's right to the use of the track rather than the ownership of the land or rails.

Demurrage on equipment out of service and standing on storage tracks.

Rule 75(f) Tariff Circular 17-A.

(i) It is not necessary to charge demurrage, either on carrier's equipment or private cars, when same are temporarily out of service and standing idle upon the storage tracks of the carrier, unless provision for such charge is included in carrier's demurrage rules.

Demurrage on carload shipment transferred into two cars.

Conference Ruling January 4, 1910.

(j) When a shipment leaves point of origin in a single car, and for the convenience of the carriers, is transferred in transit into two cars, and is subsequently detained by consignee at destination beyond the free time, demurrage should be assessed for one car only so long as either car is detained.

Demurrage rules must be published, filed and posted.

Act of Congress June 29, 1906. Rule 10(a) Tariff Circular 17-A.

(k) All demurrage, car service, and storage rules must be published and filed with the Interstate Commerce Commission, and posted in accordance with the law, in the same manner that tariffs containing freight rates, rules and regulations are published and filed.

Interstate Commerce Commission endorsement of Uniform Demurrage Code.

(l) The National Association of Railway Commissioners has adopted a uniform demurrage code which has been approved by the Interstate Commerce Commission, subject to the right and duty of the Commission to inquire into the legality or reasonableness of any rule or rules which may be made the subject of complaint. The principal rail carriers of the United States apply the uniform code referred to, published in lawful tariffs.

POSTING TARIFFS.

ITEM 20.

Act to regulate Commerce requires posting of tariffs.

Sec. 6 Act of Congress, June 29, 1906.

(a) The Act to Regulate Commerce of June 29th, 1906, provides that every carrier subject to the provisions of the Act shall print and keep open to public inspection schedules showing all the rates and charges for transportation between different points on its own route and between points on its own route and points on the route of any other carrier, when a through route and joint rate have been established. If no joint rate over the through route has been established the several carriers in such route shall file, print and keep open to public inspection the separately established rates and charges applying to through transportation. Such schedules shall plainly state the places between which property will be carried, shall contain the classification of freight in force, and shall also state separately all terminal charges, storage charges, icing charges, and all other charges which the Commission may require, all privileges or facilities granted or allowed, and any rules or regulations which in any wise change, affect or determine any part or the aggregate of such rates and charges, or the value of the service rendered to the shipper or consignee. That copies for use of the public shall be kept posted in two public and conspicuous places in every depot, station or office of such carrier where freight is received for transportation, in such form that they shall be accessible to the public and can be conveniently inspected. The provisions as to posting also apply to tariffs covering export and import traffic.

Requirements as to posting tariffs modified by the Interstate Commerce Commission.

I. C. C. Posting Order of June 2nd, 1908.

(b) Under authority conferred by the Act to Regulate Commerce, the Interstate Commerce Commission, by its Order of June 2nd, 1908, modified the requirements of the act as to publishing, posting and filing of tariffs. This order provides that each carrier must post thirty days before the date effective, at each and every station on its line a copy of each and every tariff *applying from or at such station*, and shall maintain at certain designated points (known as "Central Posting Stations") a complete file of all tariffs issued by it, or for its account, and all tariffs issued by its various connections and their tariff issuing agents, in which such carrier is shown as participating, and that there shall be posted at each station two placards indicating where complete files of the carrier's tariffs may be found.

That there shall be posted at each station a list of tariffs applying from or at that station, and also an index of the tariffs issued by the carrier.

Subsidiary or small connecting lines not required to maintain complete public tariff files.

Conference Ruling No. 86.

(c) A subsidiary or small line that has authorized its principal connecting line to publish and file for it all of its tariffs, may have tariffs so issued and filed on its behalf included in the complete public tariff files of the issuing line, and it will not be necessary for such subsidiary or small line to maintain an additional complete public file.

Posting tariffs issued on less than statutory notice.

(d) While the order of the Interstate Commerce Commission refers to posting of tariffs thirty days before the effective date of such tariffs, it is manifestly impossible to post in this manner tariffs effective on less than statutory notice. But such tariffs should be posted at stations upon the same notice that is given to the Interstate Commerce Commission as to effective dates of such tariffs.

Tariffs not unlawful because of failure to post.

(e) A tariff not posted at stations from or at which such tariff applies is not unlawful because of failure to post, inasmuch as all tariffs published and filed with the Interstate Commerce Commission, in accordance with its regulations, are lawful tariffs, but this does not relieve a carrier from its duty to post tariffs in accordance with the Act to Regulate Commerce as modified by the Interstate Commerce Commission.

Tariff or schedule containing rules or regulations referred to in other tariffs to be posted in conjunctlon with such tariff.

Rule 4(h) Tariff Circular 17-A.

(f) A tariff or schedule containing rules or regulations referred to in some other tariff applicable from or at a station, must be posted in conjunction with the tariff or schedule which makes reference to same.

MISCELLANEOUS REGULATIONS.

ITEM 21.

Special understandings between shippers and carriers.

Conference Ruling No. 20.

No special understanding between shippers and carriers or agents of carriers, not incorporated in lawfully published tariffs, will operate to relieve carriers from the duty of collecting lawfully published charges.

ITEM 22.

Performance of Transportation Service without lawfully filed rates.

Conference Ruling No. 184.

A carrier may not transport interstate traffic, except upon the lawful rates filed with the Interstate Commerce Commission, notwithstanding the fact that a carrier may be entirely intrastate or performing simply a switching service between points intrastate.

Carriers, interstate or intrastate, handling interstate traffic must file their tariffs applying thereon with the Interstate Commerce Commission.

ITEM 23.

Carriers may not meet rates of competing lines.

Rule 59 Tariff Circular 17-A.

It is unlawful, for a carrier to meet any rate made by some other line or to use the tariff of another line in which it is not lawfully shown as a participating carrier. A carrier may only apply to traffic moving over its line rates or rules that are published in its own lawfully published and filed tariffs, or tariffs in which it is lawfully shown as participating.

ITEM 24.

Reduced transportation for federal, state and municipal governments.

NOTE: THE REGULATIONS OF MANY CARRIERS PROVIDE THAT TARIFFS CONTAINING REDUCED RATES FOR GOVERNMENTS SHALL BE FILED AND POSTED IN THE SAME MANNER AS OTHER INTERSTATE TARIFFS.

Conference Ruling No. 33.

(a) Carriers may grant reduced rates for the transportation of property for the United States or for State or Municipal governments under arrangements made directly with such government and in which no contractor or third person intervenes, without filing or posting the schedule of such rates with the Interstate Commerce Commission.

Conference Ruling No. 36.

(b) If title to property, such as postal cards, passes to the government at point of manufacture the carrier may grant a rate to be applied for transporting it for the government to another point without filing the tariff with Interstate Commerce Commission, but if the manufacturer, under his contract, is required to deliver to the government at such other point, the transportation must be under the published tariff rate. In other words, if the shipment is made directly by the government this rate may be fixed by the carrier without posting and filing the tariff, but not otherwise.

ITEM 25.

Reduced rates for municipal governments in foreign countries adjacent.

Conference Ruling No. 118.

Reduced rate transportation for municipal governments may not apply to municipal governments in foreign countries adjacent.

ITEM 26.

Rates to and from Porto Rican ports.

Conference Ruling No. 201.

The Interstate Commerce Commission will recognize the validity of joint through rates from points in the United States to a port or ports in Porto Rico, when properly concurred in by the water carriers, as well as the validity of joint through rates from a port or ports in Porto Rico to points in the United States, when likewise concurred in by water lines.

ITEM 27.

Rate in effect upon receipt of shipment is the lawful rate.

Conference Ruling No. 172. If freight is received by a carrier, and bill of lading is issued, but such freight is not actually transported until after the bill of lading date, and in the meantime a rate becomes effective different from the rate in effect on that date, the lawful rate to be protected is the rate in effect on date the carrier received the property for transportation.

ITEM 28.

Tariffs may not state the use to which commodities shall be put.

Conference Ruling No. 34. A tariff may not state the use to which commodities transported by a carrier shall be put in order to enjoy a transportation rate.

ITEM 29

Belt lines owned by municipalities subject to the Act.

Conference Ruling No. 89. A belt line owned by a municipality, which participates in interstate movements is subject to the jurisdiction of the Act to Regulate Commerce and of the Interstate Commerce Commission.

ITEM 30.

Reconsignment to avoid payment of higher through rates.

Conference Ruling No. 98. Where a lawful through rate exists between two points a shipper may not bill a shipment locally to an intermediate point and rebill to destination, without taking either actual or constructive possession of the shipment at such intermediate point thus defeating the lawful through rate from point of origin to final destination, and the carrier's agent may not act as the forwarding agent of the shipper under such circumstances.

ITEM 31.

Switching charges may not be paid by consignees and deducted from published rates.

Conference Ruling No. 64. Switching charges may not be paid by the consignee, the carrier deducting the amount of such switching charges from the published rates and collecting the balance from the consignee. In all cases a carrier must collect the full tariff rates. Where its tariffs provide for absorptions of switching charges of other lines, the carrier must pay the switching company for its services and not leave that to be done by the shipper or consignee.

ITEM 32.

Freight charges must be collected based on declared valuations shown in bills of lading.

Conference Ruling No. 188. When a tariff provides different rates on commodities under different valuations and bill of lading is issued under a stipulated valuation, and at a specified rate applicable thereto, charges must be collected by the carrier on such valuation, notwithstanding that it may be shown after the transportation service is performed that the stipulated valuation exceeds the actual value of the commodity transported.

ITEM 33.

Conditions under which water carriers are subject to the Act to Regulate Commerce.

Conference Ruling No. 66. Carriers of interstate commerce by water are subject to the Act to Regulate Commerce only in respect of traffic transported under a common control, management, or arrangement with a rail carrier, and in respect of traffic not so transported they are exempt from its provisions.

ITEM 34.

Advancing charges to boat lines.

Conference Ruling No. 62.

Carriers may lawfully advance the charges of sailing vessels, boats and barges, bringing traffic to its terminals to be forwarded to interstate destinations, entering the amount on waybills as charges in addition to the tariff rates, provided the boats are common carriers, making regular trips, offering their services to the general public and filing their tariffs with the Interstate Commerce Commission.

ITEM 35.

Carriers responsible for extra charges when furnishing cars that do not comply with tariff requirements.

Conference Ruling No. 120.

When a carrier publishes rates on commodities and limits such rates to shipments loaded in certain kinds of equipment, and the carrier, instead of furnishing such equipment on demand therefor, furnishes other kinds of equipment, it is responsible for any excess charges because of its failure to furnish cars that comply with tariff requirements. (See also Item 37.)

ITEM 36.

Expense of furnishing grain doors by shippers.

Conference Ruling No. 78.

(a) A carrier may not lawfully reimburse shippers for expense incurred in attaching grain doors to box cars, unless expressly so provided in its tariffs. There is a material difference between the furnishing of service or facilities to carriers by one who is not a shipper, and the furnishing of the same facilities or services by one who is a shipper.

(b) If grain doors are necessary and are furnished by the shipper, a carrier may stipulate in its tariff that it will pay the cost of such doors, with stated maximum allowance per grain door and per car.

(c) Such allowance per door and per car must be reasonable and where carrier pays for such doors on the basis of actual cost a certified statement from shipper, verified by carrier's agent, as to the number of doors furnished and the cars for which furnished, should in every instance be required.

ITEM 37.

Expense in preparing cars for shipments.

Conference Ruling No. 19.

Where a carrier is unable to furnish cars of the class ordered by shipper, but on shippers request furnishes another class of equipment, in the absence of tariff authority, the carrier may not reimburse the shipper for expense incurred in putting such cars in condition to meet shippers requirements. (See also Item 35)

ITEM 38.

Transportation of explosives.

Conference Ruling No. 106.

The transportation of explosives is subject to regulations of the Interstate Commerce Commission, which carriers are required to file with the Commission.

Each tariff containing rates on explosives shall also contain notice that such rates apply in connection, and in compliance with the regulations fixed by the Interstate Commerce Commission, or else the classification by which tariff is governed must include the notice as governing the tariff.

ITEM 39.

Transportation of property of telegraph companies.

Conference Ruling No. 219.

A carrier may contract with a telegraph company for the carriage of property at free or reduced rates on material for the construction, operation and maintainance of telegraph service on its own line, but not otherwise.

ITEM 40.

Higher rates when shipments are tendered with other than uniform or standard bills of lading.

Conference Ruling No. 160.

The tender of a shipment accompanied by other than a uniform or carrier's standard bill of lading may not be taken by the carriers as evidence of the shippers election to use the higher rate. The carrier must direct his attention to the fact that a lower rate is available under the uniform or carriers standard bill of lading.

ITEM 41.

Property of carriers returned free for exchange or repair.

Conference Ruling No. 22.

It is not unlawful for a carrier to return its own property free of charges to manufacturers situated on its own line for exchange or repair.

ITEM 42.

Carriers may not transport property free for each other.

Conference Ruling No. 9.

Where stock of one railway company is owned by another railway company but both maintain separate organizations and report separately to the Interstate Commerce Commission, they may not lawfully carry freight free for each other.

ITEM 43.

Carriers may not be given preferential rates.

Conference Ruling No. 225.

A carrier, a person or corporation, operating a railway or other transportation line, may not, as a shipper over the lines of another carrier, be given any preference in the application of tariff rates on interstate shipments.

ITEM 44.

Exchange bills of lading.

Conference Ruling November 9, 1909.

Exchange bills of lading shall show explicitly the point of origin and route over which the shipment has moved.

ITEM 45.

Irregularities in dating bills of lading.

Act to Regulate Commerce June 29, 1906.

Bills of lading must show the date that property is actually received by carriers for transportation. The mis-dating of bills of lading is a violation of the Act to Regulate Commerce.

ITEM 46.

Canal boat lines exchanging traffic with rail carriers subject to the Act to Regulate Commerce.

Conference Ruling December 6, 1909.

A canal boat line carrying traffic under an arrangement for through movement, the traffic being transferred to a rail line by its own agents or the agents of the rail line, is a common carrier under the Act and must file tariffs with the Interstate Commerce Commission.

ITEM 47.

Where tariff names conflicting rates, lowest rate is lawful rate.

Conference Ruling December 6, 1909.

Where a tariff contains conflicting rates, the lower or lowest of the rates so published is the lawful rate.

ITEM 48.

Minimum carloads.

Rule 66 Tariff Circular 17-A.

Many tariffs, classifications, and exceptions contain rules governing minimum for cars of extra length, and certain of them also define certain conditions under which two smaller cars may be furnished because of carriers' inability to supply the length equipment desired, and authorizing the application on the two cars so furnished the carload minimum applying on the extra length equipment. This practice is not general and unless authorized by tariff or classification authority the minimum requirements specified in tariffs and classification rules may not be deviated from.

NOTE: In administrative ruling 66, I. C. C. Tariff Circular 17-A, the Interstate Commerce Commission has expressed certain opinions as to minimum carloads. This administrative ruling is not quoted herein because it does not authorize any deviation from tariff and classification requirements on file with the Interstate Commerce Commission.

ARRANGEMENT OF TARIFFS AND RESPONSIBILITIES OF CARRIERS UNDER TARIFFS.

ITEM 49.

Tariffs issued prior to May 1st, 1907.

Rule 68 Tariff Circular 17-A.

(a) The freight tariff rules of the Interstate Commerce Commission first became effective May 1st, 1907, and since then have been modified and added to from time to time. Prior to May 1st, 1907 no uniform method or rule was followed by the various carriers as to the construction, form or arrangement of tariffs. The almost general understanding and practice was that every carrier had a right to issue tariffs containing joint through rates over the lines of other carriers named therein as participants, to note in such tariffs that the carriers named therein as participants would certify their concurrence to the Interstate Commerce Commission, and for all to use such tariffs except in cases where carriers specifically notified the Interstate Commerce Commission of their non-concurrence in certain publications.

Rule 68 Tariff Circular 17-A.

(b) Nor was any definite rule followed as to concurrence by the various carriers in tariffs issued by each other. The almost general practice was for each carrier to file a statement with the Interstate Commerce Commission that it thereby concurred in any tariff issued by any carrier, in which it was shown as participating, except when it gave to the Interstate Commerce Commission specific notice of non-concurrence in particular issues. Some carriers did not even file such general notice with the Interstate Commerce Commission, but accepted freight and made settlement under joint tariffs in which they were shown as participants although no concurrence therein had ever been given.

Tariff Circular 17-A.

(c) Under authority conferred by Act of Congress June 29th, 1906 (known as "The Hepburn Act") the Interstate Commerce Commission undertook to bring about uniformity in the construction and arrangement of tariffs, and have promulgated uniform rules for the guidance of tariff issuing officers, such rules now being contained in Interstate Commerce Commission Tariff Circular 17-A, approved June 28th, 1909, and all tariffs issued subsequent to May 1st, 1907 must conform strictly to the requirements prescribed by the Interstate Commerce Commission.

ITEM 50.

Responsibility of carriers under tariffs issued prior to May 1st, 1907.

Rule 68 Tariff Circular 17-A.

(a) Carriers shown as participating in tariffs issued prior to May 1st, 1907 are required to protect the rates in such tariffs on traffic moving prior to June 1st, 1909, except in accordance with and subsequent to filing by such carriers of specific notice of non-concurrence in such tariff or tariffs.

I. C. C. Special Order No. 3.
Rule 68 Tariff Circular 17-A.

(b) The Interstate Commerce Commission on March 2nd, 1909, issued Special Order No. 3 requiring that all tariffs published prior to May 1st, 1907 must be supplemented, not later than June 1st, 1909, to show list of participating carriers under proper concurrence form and number, or that tariff be canceled, and declared unlawful the use of any and all tariffs not supplemented in accordance with Special Order No. 3.

ITEM 51.

"Common" or "Agency" Tariffs; Power of Attorney for issuance.

Rules 13 and 18, Tariff Circular 17-A.

(a) Two or more, or several, carriers may unite in the publication of a tariff to contain rates from points on their respective lines to various points of destination, such tariff to be issued by some person appointed as "Agent" of the carriers, individually and severally, for such publication. Each issuing carrier must file with the Interstate Commerce Commission Power of Attorney in favor of such agent on forms prescribed by the Interstate Commerce Commission and designated as form "FX1." All tariffs issued under form FX1 must, in addition to the names of issuing carriers, indicate therein the form and numbers of powers of attorney under which such publication is made. (See Item 83, page 46.)

ITEM 51—Continued.

Rule 17 Tariff Circular 17-A.

(b) An Agent appointed for the issuance of tariffs, as shown in paragraph (a) may unite with another agent for lines in another territory in the issuance of tariff naming joint through rates from points in one territory to points in the other, o "between" points in the territories represented by such agents. In such tariff each of such agents acts for the lines that have given him Power of Attorney FX1 and for the lines that have given proper concurrences to the carriers that have give him such Power of Attorney.

A tariff issued by two or more agents must show the I. C. C. number of eac agent, and contain:

First: A list of the carriers from which one of the agents has power of attorney FX1

Second: A list of the carriers that participate under concurrences to the lines fo which that Agent is Agent.

Third: A list of the carriers for which the other Agent is Agent, showing FX number of power of attorney.

Fourth: A list of the carriers that participate under concurrences to the lines fo which that Agent is Agent.

(c) Common or agency tariffs may also contain rates from points on lines oth than the lines of the issuing carriers under "concurrence" authorities as indicate herein.

ITEM 52.

Explanation of concurrences.

Rule 13 Tariff Circular 17-A.

Certain forms are prescribed by the Interstate Commerce Commission by whic carriers may indicate participation in the rates published by other carriers, or b the duly appointed tariff issuing agent of such carriers. These authorities ar designated as "concurrences," and carriers desiring to participate in the rates issue by other carriers must file with the Interstate Commerce Commission concurrence in favor of such other carriers, or duly appointed agents.

Rules 4(b) and 68 Tariff Circular 17-A

In showing list of participating carriers in tariffs the concurrence forms and numbe must also be shown, and if a tariff shows a carrier as participating without als showing the concurrence form and number, the rates in such tariff may not lawfull be applied via the line of that carrier.

Below will be found the forms by which concurrences are designated and the autho ity conveyed thereunder.

Rule 19 Tariff Circular 17-A.

Form FX2: Applies to an individual tariff named and described in the concurrenc and must be filed with such tariff and may not be modified or restricted in any wa

Rule 20 Tariff Circular 17-A.

Form FX3: Will be given by a carrier to another carrier concurring in "any freigl tariff" issued by such carrier or its agent, applying "to and via, but not from" point on the line of the carrier giving the concurrence. This form may not be qualifie in any way, except to show what agents have been given power of attorney, and t provide that tariffs covering traffic provided for in tariffs issued by such agents sha not be issued under the concurrence.

Rule 21 Tariff Circular 17-A.

Form FX4: Will be given by a carrier in any or all tariffs issued by another carri or its agent, and may state exactly the authority which it is intended to conve This form is known as an "elastic concurrence."

Rule 22 Tariff Circular 17-A.

Form FX5: Will be given by a carrier to another carrier conveying authority f the carrier to whom given, or its agent, to publish rates "to and from and via" poin on the line of the carrier giving the concurrence. This form may not be qualifie except to indicate what agents have been given Power of Attorney, and to provi that tariffs covering traffic provided for in tariffs issued by such agents shall not b issued under the concurrence.

Rule 23 Tariff Circular 17-A.

Form FX6: Will be given by a carrier to a person appointed as agent, und Powers of Attorney, by two or more carriers for publication of common or agenc tariffs, and the concurrence must enumerate the carriers for whom such person ac as agent. This form will convey authority for publication of rates "to and via, bu not from" points on the line of the carrier giving the concurrence.

Rule 24 Tariff Circular 17-A.

Form FX7: Will be given by a carrier in the same manner as form FX6 is give This form will authorize the publication of rates "to, from and via" points on th line of the carrier giving the concurrence.

Rule 25 Tariff Circular 17-A,

Form FX8: Will be given by a carrier in the same manner as form FX6. Th concurrence may state the exact authority it is intended to convey, and is know as an "elastic concurrence to agents."

ITEM 53.

Tariffs must show concurrence forms and numbers.

Rules 4(b) 13 and 68 (b) Tariff Circular 17-A.

A carrier or joint agent that issues a joint tariff shall, before issuing same, have secured the definite and affirmative concurrence of every carrier shown therein as a participant, and shall show in connection with the name of each participating carrier the form and number of the concurrence by authority of which each carrier is made a party to the tariff. (See Item 83, page 46.)

ITEM 54.

Carriers cannot be bound by tariff issued without proper authority.

Rule 68(c) Tariff Circular 17-A.

A carrier has no means of preventing another carrier from naming it as party to a tariff without authority so to do; it cannot, however, be bound by a tariff that is issued without proper authority, and must refuse to recognize or apply any such unlawful issue.

ITEM 55.

Tariff lawful as to carriers participating under proper authority, but unlawful as to carriers shown without proper authority.

Rule 68(d) Tariff Circular 17-A.

If any carrier is shown as participating in any tariff without proper authority, and other carriers are lawfully shown as parties thereto, the use of such tariff is unlawful as to the carriers that are named without proper authority being shown, but is lawful as to those carriers that are parties to it under proper authority.

ITEM 56.

Carrier not bound by tariff not lawfully concurred in.

Rule 63(d) Tariff Circular 17-A.

A carrier over whose lines shipments are forwarded under a joint tariff is bound by the terms of that tariff if it has lawfully concurred therein, and such concurrence is properly shown, but if it has not lawfully concurred therein it may not accept earnings in accordance with such tariff, but must demand for its service its lawful earnings according to its lawful tariffs.

ARRANGEMENT OF TARIFFS.

ITEM 57.

Information on title page.

Tariff Circular 17-A. Rule 3 (b). (a) In upper right hand corner, the I. C. C. number.

Rule 3 (b). (b) Immediately beneath the I. C. C. number, the I. C. C. number or numbers of tariffs canceled thereby. If the number of tariffs canceled is so large as to render it impracticable to show them on the title page, they will be shown immediately following "Table of Contents" in body of tariff, and reference to such list will be shown on the title page immediately under the I. C. C. number.

Rule 3 (a). (c) Name of issuing carrier, carriers or agents (On common or agency tariffs it is customary to show the name of the agent at the bottom of the page.)

Rule 3 (c). (d) Whether tariff is a local, joint or proportional tariff or a combination of same.

Rule 3 (d). (e) Whether tariff is a class tariff, commodity tariff, or a class and commodity tariff, and the territory or points from and to which tariff applies. It is customary to state such application in brief general terms.

Rule 3 (e). (f) Reference by name and I. C. C. number to the classification and exception sheets governing the tariff.

Rule 3 (f). (g) Date of issue and date effective. (See also Item 78(c), page 42.)

Rule 3 (i). (h) Name, title and address of officer by whom tariff is issued.

ARRANGEMENT OF TARIFFS IN BOOK OR PAMPHLET FORM.

Immediately after the title page a tariff in book or pamphlet form should be arranged in the following manner.

ITEM 58.

Rule 4 (a) Tariff Circular 17-A. **TABLE OF CONTENTS;** indicating, in alphabetical order, the exact location of information under general headings by subjects, and reference to page or item numbers; except if a tariff is so small that its title page or arrangement plainly discloses its contents, the table of contents may be omitted.

ITEM 59.

Rule 4 (b) Tariff Circular 17-A. **NAMES OF ISSUING CARRIERS,** including those for which joint agent issues under power of attorney, and **NAMES OF CARRIERS PARTICIPATING UNDER CONCURRENCE,** both alphabetically arranged. If there be not more than ten participating carriers they may be shown on the title page of the tariff. The form and number of power of attorney and concurrence by which each carrier is made party to the tariff must be shown. (See Items 51 and 52, pages 33 and 34 and Item 83, page 46.)

ITEM 60.

Rule 4 (c) Tariff Circular 17-A. (a) **COMPLETE INDEX OF ALL COMMODITIES** upon which commodity rates are given, alphabetically arranged, preceded by a paragraph reading. "Following list enumerates only such articles as are given specific rates; articles not specified will take class rates." This index shall also include, in alphabetical order, all articles upon which commodity rates are named in other tariffs applying from any point of origin to any point of destination named in the tariff and indicating the I. C. C. number, or numbers, of tariffs in which such rates may be found.

(b) Many tariffs containing a large list of commodities show the list of other tariffs separate from the commodity index but immediately following the commodity index, and arranged in alphabetical order.

Rule 4 (c) Tariff Circular 17-A. (c) A list of articles under one commodity heading may be described by a note or item in the tariff, or a classification or other issue may be referred to for list of such articles; in such instances a commodity item may be indexed but once. For example; index may show "Agricultural Implements" and refer specifically to a note or item in the tariff for list of Agricultural Implements, or may indicate "as described in ..... Classification, I. C. C. No. ...."or "as described in Tariff I. C. C. No.....".

Rule 4 (c) Tariff Circular 17-A. (d) Where a commodity index is included in a tariff, a commodity that is not included in the index will be treated by the Interstate Commerce Commission as not having been published and may not lawfully be used.

ITEM 60—Continued.

Rule 4 (c) Tariff Circular 17-A.

(e) If all commodity rates to each destination in a tariff are arranged alphabetically by commodities and table of contents makes plain reference thereto, the index of commodities described in paragraph (a) may be omitted, provided that if carriers from whose points tariff is issued have in other tariffs, commodity rates applying from any point of origin to any point of destination named in the tariff, a complete list of such other tariffs, arranged in alphabetical order by commodities, shall be shown in the first part of the tariff, together with description of character of traffic, territory or points of origin and of destination, and the I. C. C. numbers of tariffs containing such commodity rates, and such list shall be specifically referred to in the table of contents.

ITEM 61.

Rule 4 (d) Tariff Circular 17-A.

(a) **AN ALPHABETICAL INDEX OF POINTS FROM WHICH RATES APPLY,** followed by an **ALPHABETICAL INDEX OF POINTS TO WHICH RATES APPLY,** together with names of States in which located. When practicable the index numbers of points and pages upon which rates will be found, or the item numbers in which rates appear, should be shown. If a tariff contains not more than twelve points of origin or twelve points of destination, the name of each may be specified on the title page of the tariff.

Rule 4 (d) Tariff Circular 17-A.

(b) Many tariffs are arranged by "groups" of origin or destination and by "bases" or "bases numbers." In such tariffs the indices must show for each point the proper group, basis or basis number to be applied. For example; the rates from fifty points of origin to a given destination may be the same, and to avoid showing the same line of rates from each of the fifty points it may be desirable to show all of the fifty points of origin as being in a certain "group," the rate tables being arranged as applying from such "group;" but each of the fifty points must be shown in the index to points of origin, and opposite each point must be indicated the "Group" rates applicable.

Rule 4 (d) Tariff Circular 17-A.

(c) Or it may be that the rates from or to certain designated points may be so many cents higher or lower than the rates from or to some other point, and in this event a "Rate Basis" may be provided, indicating the differentials over or below the rate from or to such other point. Where this method is followed the indices will show opposite each point the "rate basis" number to be applied, and table of contents will indicate where the various "rate bases" and their application may be found.

Rule 4 (d) Tariff Circular 17-A.

(d) If points of origin or destination are shown throughout the rate tables in continuous alphabetical order, or shown in alphabetical order by States, and such States are alphabetically arranged, or are shown by groups alphabetically arranged, no index of points of origin or destination is necessary; but when such alphabetical arrangement in rate tables is used the table of contents will indicate the pages upon which points are so shown, and when arranged by States or "groups" will give specific reference to the pages on which rates to or from points in each State or group will be found.

Rule 4 (d) Tariff Circular 17-A.

(e) If a tariff is arranged to indicate rates by "groups" or "bases" and also contains rates to or from individual points it will also contain an alphabetical index of such individual points and an alphabetical index of the points in such groups, or the tariff may make reference to the I. C. C. number of some other issue containing list of such group points.

Rule 4 (d) Tariff Circular 17-A.

(f) Many tariffs are issued under "Territorial" or "Group Description" as to points of origin or destination. In such tariffs it is necessary that there either be printed a complete list of such points arranged by traffic territories or groups, or that specific reference be given to the I. C. C. number of some other tariff containing such list. In such list the points in each traffic, territorial or group description must be arranged alphabetically and the name or names of roads shown upon which points are located, or else all of the points in the traffic territories or groups named in the tariff will be included in one alphabetical index, the points of origin and destination shown separately in alphabetical order, and the name of roads upon which points are located, and the traffic, territorial, or group description in which they belong shown opposite the several points. (See also Item 69, page 39, Item 90, page 65 and Item 93, page 75.)

ITEM 62.

Rule 4 (e) Tariff Circular 17-A.

EXPLANATION OF REFERENCE MARKS AND TECHNICAL ABBREVIATIONS, if any, used in tariff, except that a special rule or provision applying to a particular rate will be shown in connection with and on the same page with such rate. Reference marks are customarily indicated by *, †, ‡, §, ‖, ¶, °, *. ■, ●, ▲ or by other special characters. Table of contents will indicate the page on which explanation of reference marks is shown.

ITEM 63.

Rule 4 (f) Tariff Circular 17-A.

EXCEPTIONS, if any, to the classification governing the tariff which are not contained in Exception Sheets referred to on title page.

ITEM 64.

Rule 4 (g) Tariff Circular 17-A.

SUCH EXPLANATORY STATEMENTS as may be necessary for a clear understanding as to the application of the tariff.

ITEM 65.

Rule 4 (h) Tariff Circular 17-A.

(a) **RULES AND REGULATIONS** governing tariff, except that if a special rule applies to a particular rate it will be shown in connection with and on the same page with the rate, and except, if a tariff is governed by a classification, the rules contained in such classification will apply unless in conflict with specific rules in the tariff.

Rule 4 (h) Tariff Circular 17-A.

(b) Rules and Regulations governing a tariff may be published in a separate issue, in which event the tariff will specifically state "Governed by rules and regulations shown in ..... I. C. C. No. ....."

ITEM 66.

Rule 4 (j) Tariff Circular 17-A.

(a) **THE DIFFERENT ROUTES VIA WHICH TARIFF APPLIES,** and reference to application of rates via the different routes. When a tariff indicates specific routing the rates may not be applied via any route not specified. (See also Item 5, pages 12, 13 and 14.)

(b) If tariff contains no routing directions the joint rates shown therein will apply between the points specified via the lines of any and all carriers that are parties to the tariff.

NOTE: Attention is called to the reservation by many carriers of the right to direct intermediate routing, and where a carrier is not willing to observe routing shown on the bills of lading the agent of the carrier must so notify shipper when traffic is tendered for transportation. (See also Item 5, pages 12, 13 and 14.)

DISTANCE TARIFFS.

Local Distance Tariffs.

ITEM 67.

Rule 10(g) Tariff Circular 17-A.

(a) Distance tariffs (commonly known as mileage tariffs) are issued by practically all the rail carriers. Such tariffs may only be used for determining rates where no other rates are provided. A distance tariff must either contain a list of all points between which such tariff applies, together with the distances between such points, or must make reference by I. C. C. number to the issue containing this information.

Distance tariffs used in constructing combination rates.

(b) Distance tariffs may be used in constructing combination rates in the absence of specific through rates to or from the basing point, and in the absence of specific provision in joint tariffs for construction of combination rates.

ITEM 67—Continued.

Joint Distance Tariffs.

Rule 10(g) Tariff Circular 17-A.

(c) A distance tariff may be issued by two or more carriers for use in determining rates between points on their lines, but such tariff may only be used for determining rates where no other rates are provided. Such joint distance tariff must either contain a list of all points between which such tariff applies, together with the distances between such points, or must make reference by I. C. C. number to the issue containing this information.

ITEM 68.

Alternative use of distance tariffs.

Rule 10 (g) Tariff Circular 17-A.

(d) A distance tariff may be included in a tariff of specific rates together with the following rule: "If the charges of the distance tariff on page .... of this tariff makes a lower charge on any shipment than the specific rates shown in this tariff such lower charge will apply."

ITEM 69.

BILLING INSTRUCTIONS OR FAST FREIGHT LINE GUIDE BOOKS.

(See also Item 81(b), page 43.)

Rule 15 Tariff Circular 17-A.

(a) Many carriers publish "Billing Instructions" or "Fast Freight Line Guide Books," also known as "Bases Books" and "Instruction Books." Such publications are, in effect, tariffs, and contain lists of points arranged alphabetically and as taking the same rates as published to some specific point or taking certain differentials above or below the rates to some specific point.

Rule 15 Tariff Circular 17-A.

(b) Where a joint tariff refers to Billing or Instruction Books for list of points taking the same rate as published in such tariff to a specific point or certain differentials above or below the rate named in such tariff to a specific point, such joint tariff must, in all cases, refer to the I. C. C. number of the Billing or Instructions Books, and contain statement that the rates published in such joint tariff to a specific point or points, will also apply to points taking same rates as shown in the billing or instruction book to which reference is made, or that the rates will be in accordance with the application authorized in such billing or instruction book.

Rule 15 Tariff Circular 17-A.

(c) Billing or Instruction Books must show concurrence as prescribed by the Interstate Commerce Commission of all lines constituting the through route from point of origin to destination where the use of such Billing or Instruction books is authorized in connection with joint tariffs. Publications of the above nature are, in effect, lists of points in traffic territories or groups, to which joint tariffs may make reference in accordance with authority contained in Item 61(f), page 37 and Item 81(b), page 43.

ITEM 70.

TARIFFS OF MISCELLANEOUS CHARGES.

Rule 10 (a) Tariff Circular 17-A.

Carriers are required to publish under proper I. C. C. numbers, and to post and file, separate tariffs which shall contain in clear, plain and specific form and terms, all the terminal charges and all allowances such as arbitraries, switching, icing, storage, elevation, diversion, reconsignment, transit privileges, and car service, together with all other privileges, charges and rules, which in any way increase or decrease the amount to be paid on any shipment as stated in the tariff which contains the rate applicable to such shipment or which increase or decrease the value of the service to the shipper.

ITEM 71.

Terminal or switching tariffs.

Rule 10(a) Tariff Circular 17-A.

(a) Carriers must publish, post and file separate tariffs containing terminal or switching charges assessed on traffic at the points at which such tariffs apply.

Rule 10(f) Tariff Circular 17-A.

(b) At competitive points it is customary for carriers to absorb switching charges of connecting carriers on competitive traffic, in which event each carrier's terminal or switching tariff must state specifically the absorptions that will be made thereunder.

Rule 10 Tariff Circular 17-A.

(c) It is not required that a carrier's freight tariff shall make specific reference to its terminal or switching tariffs or to the terminal or switching tariffs of other lines, but it is necessary that such tariff shall contain statement that the rates thereunder are subject to terminal and switching charges at points of origin or destination shown in the tariff as "published and lawfully filed with the Interstate Commerce Commission" by itself or by the carriers participating in the tariff.

Tariffs of terminal or switching roads.

Rule 10(c) Tariff Circular 17-A.

(d) Terminal or switching roads not engaged in the transportation of interstate commerce other than to perform a switching or terminal service, must publish, post and file with the Interstate Commerce Commission tariffs containing all charges upon or for movement of interstate shipments, and this must be done even though such terminal or switching road be wholly intrastate, and whether or not all, or part, of its charges are paid or absorbed by connecting carriers.

Rule 10(b) Tariff Circular 17-A.

(e) If a joint rate applies to or from a point on a terminal or switching road and such terminal or switching road receives a division of such rate which is not absorbed by connecting carriers, the terminal or switching road must publish, post and file, or concur in and post, the tariff containing the joint rate.

ITEM 72.

Refrigeration Tariffs.

Rule 10 Tariff Circular 17-A.

Where traffic is transported under refrigeration, the initial carrier must provide in its tariffs the charges for such refrigeration. Such charges may be included in the tariff containing the freight rates on the commodity or commodities, or in a separate refrigeration tariff. In the latter event, the tariff containing the freight rates must make reference to the tariff containing the refrigeration charges.

ITEM 73.

Tariffs of Icing Charges.

Rule 10 Tariff Circular 17-A.

(a) In the absence of through refrigeration service under refrigeration rates as provided in Item 72, it is customary to ice perishable traffic at designated icing stations en route. Such icing charges must be published in lawful tariffs and filed with the Interstate Commerce Commission.

(b) Unless tariffs provide to the contrary, icing charges will be in addition to the freight rate and will be shown on waybills and expense bills separately from the freight charges, and must be collected from the shipper or consignee.

ITEM 74.

Car Rentals for Special Equipment.

Rule 10 (h) Tariff Circular 17-A.

A majority of carriers do not furnish equipment of a special character such as "Palace" horse cars, cars for transportation of live poultry, etc., but rely upon equipment of private companies engaged solely in the furnishing of such equipment. Extra charges are usually assessed on such special equipment and these charges must be incorporated in tariffs published by the carriers and filed with the Interstate Commerce Commission.

ITEM 75.

Station List and Distance Tables.

Rule 10 (h) Tariff Circular 17-A.

(a) A carrier may issue in a tariff published under an I. C. C. number, an official list of its points, and may show therein distances, prepay points and billing instructions to points not on its line of road, etc., and its tariffs may make reference to such list for this information.

Rule 10 (h) Tariff Circular 17-A.

(b) A carrier may unite with other carriers in the publication of a list of agency and non-agency stations, and instead of indicating in each of its tariffs the stations that are agency and those that are not, tariffs may make reference to such list for this information. Practically all the rail carriers publish station lists and distance tables to be referred to in their various tariffs. In addition thereto many carriers have united in the publication of a consolidated list of agency and non-agency stations on their respective lines of road, issued by F. A. Leland, Agent of the Southwestern Tariff Committee, St. Louis, Mo., and known as "Official List of Open and Prepay stations."

ITEM 76.

Regulations governing, and capacities of, Tank Cars.

Rule 10 (h) Tariff circular 17-A.

A carrier may issue a publication confined to information and regulations governing the use of tank cars and containing list of and capacities of such cars. It is customary for each carrier to publish its individual rules governing the use of tank cars, but a majority of the important lines in the United States have united in a common publication, issued by W. H. Hosmer, Agent, Chicago, Ill., containing list of tank cars of both railroad and private ownership, showing car numbers and capacities.

ITEM 77.

Tariff Index.

Rule 11 Tariff Circular 17-A.

(a) Each carrier must publish, under proper I. C. C. number, post and file, a complete index of tariffs which are in effect and to which it is a party either as initial or delivering carrier.

(b) If any changes are made, the index will be revised either by reissue each month or by supplement each month and reissue every six months, showing the issues in effect on date of issue of directory or supplement thereto.

(c) A copy of a carrier's tariff index must be posted at each station on the line of such carrier.

SUPPLEMENTS TO TARIFFS.

ITEM 78.

Rule 9 Tariff Circular 17-A.

(a) When a tariff is not reissued for the purpose of making changes in existing rates or rules, or for the purpose of adding to such tariffs, necessary changes and additions are made by the issuance of supplements.

(b) Where corrections or changes are effected by supplements, specific reference must be made to the page and item of the original tariff, or previous supplement, affected by such cancellation or change. Supplements must be numbered consecutively, and each supplement must specify the supplement or supplements which it cancels, and also indicate on its title page the supplements that are in effect.

(c) Many supplements contain items brought forward from previous issues, the dates on title page indicating; "Issued ..... 19...., effective ..... 19...., except as noted in individual items." The items brought forward from prevous issues will indicate the date they first became effective, and the issue in which they were first published. Such items are designated by the word "**Reissue**" in black face type. Particular attention should be paid to the effective dates of items contained in supplements.

NOTE: Many tariffs reissued also contain items brought forward from previous issues in the manner indicated above, and particular attention should be paid to the effective dates of items contained in such reissued tariffs.

(d) A tariff of less than five pages may have no supplements. Tariffs of five pages and not over sixteen pages may have but one supplement. Tariffs of seventeen pages and not more than one hundred and eleven pages may have but two supplements. Tariffs of more than one hundred and eleven pages may have three supplements.

(e) Tariffs issued on the "loose leaf" plan will be amended or changed by the issuance of new pages which will not be given supplement numbers, but will be designated "First revised page No. .....," "Second revised page No. .....," etc., indicating the I. C. C. number of the tariff, the date of issue and date effective of such revised page, and the name, title and address of officer by whom issued. Changes or additions must be noted by proper reference marks.

SPECIAL APPLICATION OF TARIFFS.

ITEM 79.

Local tariff on single commodity must contain all rates on such commodity between the same points.

Rule 4 (c) Tariff Circular 17-A.

(a) A local tariff on a single commodity or a few commodities shall contain all of a carrier's commodity rates on such commodity or commodities applying from the points of origin to the points of destination named in the tariff.

Joint commodity tariff must contain all of carrier's rates on such commodity between same points via route authorized by the tariff.

Rule 4 (c) Tariff Circular 17-A.

(b) A joint commodity tariff must contain all of the initial carrier's commodity rates on the same commodity or commodities applying from the points of origin to the points of destination named in the tariff **via the route or routes authorized by the tariff.**

ITEM 80.

Intrastate Tariffs applied Interstate.

Rule 13 (h) Tariff Circular 17-A.

(a) It is the custom of many carriers to place an I. C. C. number on some or all of its tariffs ordinarily used on intrastate traffic, in order that, in the absence of joint rates, such tariffs may be used in the construction of interstate combination rates. Where an I. C. C. number is placed on an intrastate tariff, such tariff must be constructed in accordance with the rulings of the Interstate Commerce Commission, and interstate traffic handled thereunder is subject to the terms of the Act to Regulate Commerce and the rulings of the Interstate Commerce Commission.

Rules 13 (h) 5 (a) and (c) Tariff Circulars 17-A.

(b) No intrastate tariff may be applied on interstate traffic unless such tariff is given an I. C. C. number, and may not then be applied in basing combination interstate rates where there is a specific through rate in effect.

ILLUSTRATIONS OF FORMS OF TARIFFS AND EXAMPLES FOR USE.

ITEM 81.

EXPLANATORY.

(a) It is hardly possible, and no attempt will be made herein, to illustrate the forms of all tariffs but on pages 47 to 79 will be found illustrations of several representative tariffs in so far as their application may not be readily understood. No illustration is shown of any tariff that plainly discloses its application, for example, tariffs that contain indexes of points of origin and destination arranged alphabetically, making reference to specific pages and item numbers where rates may be found, the rate tables plainly disclosing their application. But the illustrations cover tariffs with points of origin or destination arranged by groups, or referred to by numbers, or arranged to also indicate "Rate Bases," or reference made to other issues for lists of such points and the rate bases to be applied. And where the rate tables are arranged by items, groups, bases, territories, etc., etc.

Careful study of the illustrations should enable the use of all tariffs similarly arranged, in fact, should enable the use of all tariffs constructed in accordance with the requirements of the Interstate Commerce Commission.

No illustrations are shown of publications that readily disclose their application and manner of use, viz:

Classifications and Exceptions.
Capacities of Tank Cars.
Car Rentals.
Distance Tariffs.
Distance Tables.
Demurrage.
Icing Tariffs.
List of open and prepay stations.
Reconsigning privileges.
Refrigeration tariffs.
Regulations governing tank cars.
Station Lists.
Switching Tariffs.
Terminal Tariffs.
Transit Privileges.
Tariff Index.

(b) Nor is any illustration shown of the arrangement of Billing Instructions, Bases Books, or Fast Freight Line Guide Books, but publications of this nature are arranged in the same general order as tariffs are arranged, and in accordance with Item 69 shown on page 39. In addition to "Bases for rates" as explained in Item 69, such publications may show the general rules and regulations governing tariffs that make specific reference by I. C. C. number to such publications; descriptions of articles or commodities contained in tariffs; terminal charges, lighterage charges; storage charges, routing instructions; instructions for waybilling; car clearance tables, special notices and restrictions; also specific deliveries at stations, and showing list of and location of firms and switching regulations; and all information of a similar nature that may be necessary for the proper handling and routing of traffic and the collection of charges thereon.

(c) The tariffs illustrated are those currently in effect at date of this publication, but reissues will be of the same general form and construction, although minor changes may be made in Index and Item numbers.

ITEM 82.

CHARACTER OF TARIFFS ILLUSTRATED

On Pages 47 to 79.

Item 83, Page 46: Illustrates manner of showing lists of issuing and participating carriers under Powers of Attorney and concurrences (see Item 59, page 36).

Item 84, Page 47: Illustrates method of publishing class rates where points of destination in tariff are shown as taking the same rates as to specific points named in tariff.

Item 85, Page 48: Illustrates:

(a) Method of publishing specific rates from specific points of origin to specific points of destination.
(b) Rates from other points of origin under "Rate Bases" to be used in conjunction with specific rates from specific points.
(c) Application to a group of points rates published to a specific point.
(d) Application of rates to a group of points made differentials higher than specific rates to specific points.
(e) Authorizing alternative use of distance rates between specified points.

NOTE: A majority of class tariffs and class and commodity tariffs published in the territory South of the Ohio and Potomac rivers and East of the Mississippi river are arranged similar to tariffs shown in Items 84 and 85, with some variation that will be readily understood after becoming familiar with the arrangement of tariffs shown in Items 84 and 85.

Item 86, Page 50: Illustrates method of publishing commodity rates on a large number of articles embraced under one commodity heading, but with different descriptions, applying to different territories; the various articles are indicated by description numbers and the rate tables show such description numbers instead of containing the list of articles; basis for rates is shown where no specific rates are published.

Item 87, Page 54: Illustrates method of publishing class and commodity rates:

(a) Points of origin indicated by lettered groups.
(b) Specific rates from such groups to specific points of destination.
(c) Application of rates to a specific point applied to a group of points.
(d) Commodities shown in rate tables by designated "Group" numbers.
(e) Rates from other points of origin under "Rate Bases" to be used in conjunction with specific rates from specific lettered groups.
(f) Routing designated by numbers.
(g) Classifications and exceptions designated by lettered notes.

NOTE: All "Class and Commodity Tariffs" from Eastern Port Cities, Interior Eastern and New England points to points South of the Ohio and Potomac rivers via "Virginia gateways" applying "all-rail" or "rail-and-water" are arranged in a manner similar to the arrangement shown in Item 87.

Item 88, Page 60: Illustrates method of publishing rates:

(a) By assigning numbers to points of origin.
(b) By assigning numbers to points of destination.
(c) Rate tables indicating points of origin and points of destination by such numbers.

CHARACTER OF TARIFFS ILLUSTRATED---Continued.

Item 89, Page 62: Illustrates method of publishing rates:
- (a) By assigning numbers to points of origin.
- (b) By showing geographical list of such points indicating "Rate Bases" to be applied.
- (c) Points of destination alphabetically arranged and indicating "Rate Bases" to be applied.
- (d) Rate tables arranged under "Rate Bases" from which rates apply and "Rate Bases" to which rates apply.

NOTE: The arrangement of tariffs outlined in Items 88 and 89 is used very largely in the territory North of the Ohio and Potomac rivers and East of the Mississippi river.

Item 90, Page 65: Illustrates method of publication of Territorial Directories.

Item 91, Page 67: Illustrates method of publishing rates:
- (a) By assigning numbers to stations from and to which rates apply.
- (b) Arrangement of stations by index numbers indicating "Rate Bases" to be applied.
- (c) Explanation of rate bases.
- (d) Class rate tables.
- (e) Description of commodities arranged by item numbers.
- (f) Commodity rate tables shown by item numbers instead of descriptions.
- (g) Description of miscellaneous commodity rates by item numbers and application.
- (h) Miscellaneous commodity rates shown under such item numbers as applying to index numbers of stations covered by index.
- (i) Alternative use of distance rates.

Item 92, Page 71: Illustrates method of publishing rates:
- (a) Points of origin arranged alphabetically by states.
- (b) "Group" basis to be applied shown opposite such points.
- (c) List of points to which rates published to specific points will apply.
- (d) Lists of points, arranged alphabetically, to which rates are higher than to specific points and indicating differentials to be applied.
- (e) Routing designated by numbered notes.
- (f) Class rate and commodity rate tables applying from "Groups."

NOTE: All "Agency" tariffs to and from Pacific Coast points are arranged under the plan outlined in Item 92, with some variation.

Item 93, Page 75: Illustrates method of publishing rates:
- (a) On sectional plan.
- (b) Reference made to separate issue for points of origin.
- (c) Alphabetical list of points of destination.
- (d) Differentials to points taking higher rates than to specific points.
- (e) Differentials to be applied from points in "Defined Territories".
- (f) Class rate tables applying from "Defined Territories".
- (g) Commodity rate tables from specific territories and indicating differentials to be applied from "Defined Territories".
- (h) Specific commodity rates from and to points specifically named and differentials to be added thereto to make rates to other points.
- (i) Alternative use of rates autholized.

NOTE: All "Agency" tariffs applying between "Defined Territories" and points in Arkansas, Oklahoma, Louisiana, Texas and the Republic of Mexico are arranged in a manner similar to illustration given in Item 93, with some variation.

ITEM 83.

ARRANGEMENT OF ISSUING AND PARTICIPATING CARRIERS UNDER POWERS OF ATTORNEY AND CONCURRENCES.

(See Items 51, 52 and 59, Pages 33, 34 and 36.)

Illustrations shown below indicate the manner of showing "Issuing Lines" under Power of Attorney, Form FX 1, and "Participating Carriers" under various forms of concurrence.

Many carriers and agents vary the arrangement, and also make reference to "Notes" explaining the character of various concurrences, etc., and certain agents also indicate names of traffic officials along with the carriers; but in all instances names of carriers appear in alphabetical order and the power of attorney number or concurrence form and number must invariably be shown opposite the name of each carrier.

(a) Illustration of arrangement in "Common" or "Agency" tariffs of "Issuing Lines" under Power of Attorney---Form FX 1.

LIST OF ISSUING CARRIERS FOR WHICH E. H. HINTON IS AGENT AND ATTORNEY.

NAME OF COMPANY.	FX1 No.	NAME OF COMPANY.	FX1 No.
Alabama & Vicksburg Ry. Co	30	Macon & Birmingham Ry. Co S. F. Parrott, Receiver.	3
Alabama Great Southern R. R. Co	28	Macon, Dublin & Savannah R. R. Co	13
Albany & Northern Ry. Co	20	Mobile & Ohio R. R. Co	59
Atlanta & West Point R. R. Co	20	Nashville, Chattanooga & St. Louis Ry Western & Atlantic R. R. (N. C., & St. L. Ry., Lessee).	37
Atlanta, Birmingham & Atlantic R. R H. M. Atkinson, S. F. Parrott, Receivers.	19	New Orleans & Northeastern R. R. Co	35
Atlantic Coast Line R. R. Co	16		

(b) Illustration of arrangement in individual tariffs of participating carriers under concurrence; initial carriers and intermediate and terminal carriers shown separately .

CARRIERS PARTICIPATING IN THIS TARIFF.

INITIAL LINES.

Atlantic Coast Line R. R---FX2–No. 8	New port & Wickford R. R. and Steamboat Co---FX4–No. 2
Baltimore & Sparrow's Point R. R---FX4–No. 1	New York & Long Branch R. R---FX4–No. 5
Baltimore, Chesapeake & Atlantic Ry---FX4–No. 2	New York, New Haven & Hartford R. R---FX4–No.26
Baltimore Steam Packet Co.(Old Bay Line) FX4–No. 1	

INTERMEDIATE AND TERMINAL LINES.

Ann Arbor R. R---FX3–No. 67	Indiana Harbor R. R---FX3–No. 326
Arcadia & Betsey River Ry---FX3–No. 11	Indianapolis Southern R. R---FX3–No. 122
Ashland & Western Ry---FX3–No. 168	Interstate Car Transfer Co---FX3–No. 32
Atchison, Topeka & Santa Fe Ry---FX3–No. 172	Iowa Central Ry---FX4–No. 2
Baltimore & Ohio R. R---FX4–No. 695	Kanawha & Michigan Ry---FX3–No. 17
Baltimore & Ohio Southwestern R. R---FX3–No. 81	Lake Erie, Alliance & Wheeling R. R---FX3–No.293 A

(c) Illustration of arrangement in individual tariffs of participating carriers under concurrence, initial carriers and intermediate and terminal carriers shown alphabetically in same list.

PARTICIPATING CARRIERS.

Aberdeen & Asheboro Ry---FX4– 2	Hartwell Ry---FX4– 1
Aberdeen & Rockfish R. R---FX3– 3	Illinois Central R. R---FX3–141
Alabama & Vicksburg Ry---FX4– 23	Kinston & Snow Hill R. R---FX3– 1
Alabama Central Ry---FX4– 3	Lancaster & Chester Ry---FX4– 1
Alabama Great Southern R. R---FX3–200	Lawrenceville Branch R. R---FX4– 1
Albany Northern Ry---FX3– 8	Lexington Terminal R. R---FX3–444
Atlanta & Birmingham Air Line Ry---FX3–625	Louisville & Nashville R. R---FX3–134
Atlanta & St. Andrews Bay Ry---FX3– 1	Louisville & Wadley R. R---FX3– 33
Atlanta & West Point R. R---FX3– 24	Macon & Birmingham Ry---FX3–187
Atlanta, Birmingham & Atlantic R. R---FX3– 90	Macon, Dublin & Savannah R. R---FX4–129

(d) Illustration of arrangement in "Common" or "Agency" tariffs of participating carriers under concurrence, alphabetically arranged.

LIST OF PARTICIPATING CARRIERS.

NAME OF COMPANY.	Concurrence No.	NAME OF COMPANY.	Concurrence No.
Abbottsford & Northeastern R. R	FX6, No. 5.	Cincinnati, Lebanon&Northern Ry.Co	FX6, No. 10.
Aberdeen & Asheboro R. R. Co	FX5, No. 1.	Cincinnati, New Orleans & Texas Pacific Ry. Co	FX6, No. 18.
Aberdeen & Rockfish R. R. Co	FX5, No. 1.	Cincinnati Northern Ry. Co	FX6, No. 12.
Ahnapee & Western Ry. Co	FX6, No. 4.	Cleveland, Akron & Columbus Ry. Co.	FX6, No. 6.
Alabama & Vicksburg Ry. Co	FX6, No. 6.		

ITEM 84.

CLASS TARIFF (Issued by Southern Railway)

JOINT RATES ON CLASSES

From

Lynchburg, Charlottesville and Other Common Points on Southern Railway (Washington Division)

To

Stations on the Pennsylvania Railroad, Hoboken Shore Railroad, Long Island Railroad, Etc., Etc.

ARRANGEMENT	In Accordance With: Item No.	Page No.
Title page	57	36
Table of contents	58	36
Participating carriers	59	36
Index to points of origin	61 (a)	37
Index to points of destination	61 (a)	37
Explanation of reference marks	62	38
Rules and regulations	65	38
Classification and exceptions	6 and 63	15 and 38
Geographical list of points of destination referred to in "Index to points of destination"; showing also "Group" rates applying.	61 (b)	37
Tables of rates.	--	--

Example showing arrangement of rate tables:

TABLE OF CLASS RATES.

	FROM	TO	IN CENTS PER HUNDRED POUNDS. 1	2	3	4	5	6	A	B	C	D	E	H	In Cents Per Bbl. F	Classification Governing. (See page 1)
	SOUTHERN RY. STAS. WASHINGTON DIVISION. Culpeper Group.															
4	Bristow----------Va.	New York-------N. Y.														
5	Nokesville-------Va.	Newark----------N. J.														
6	Catlett----------Va.	Allentown--------Pa.	54	47	38	25	22	17	17	22	17	17	22	25	34	Note 1.
		Flemington-------Pa.														
		Long Island City -N. Y.	54	47	38	25	22	17	17	17	17	17	22	25	34	Note 1.

Index No.	STATIONS.	RATES.
	AMBOY DIVISION.	
127	South Amboy-----N. J.	Newark, N. J.
128	Coal Piers-------N. J.	
129	*Ernston---------N. J.	Flemington, N. J.
132	*Runyon----------N. J.	

If rate is wanted from Nokesville, Va., to South Amboy, N. J., "Index to Points of Origin" indicates that Nokesville, Va., is shown on page 23, index No. 5. "Index to Points of Destination" indicates that South Amboy is shown on page 3, index No. 127. By reference to page 3, index No. 127 it is found that Newark, N. J., rates will apply (see illustration above). In rate table, shown above, the class rates opposite Newark will apply to all points taking "Newark" group rates, governed by the classification and exceptions referred to in Note 1 (notes indicated on right hand side of rate tables). Therefore, the rates shown on page 23 from Nokesville, Va., to Newark, will apply from Nokesville to South Amboy, N. J.

ITEM 85.

VIRGINIA CITIES TARIFF (Issued by Southern Railway)

JOINT, LOCAL AND PROPORTIONAL RATES

On Classes and Commodities

Between Virginia Cities and Carolina Points and

From Virginia Cities and Points Taking Same Rates, to Southern Points Enumerated in Tariff.

Governed by Southern Classification and Exceptions Thereto, Except as Otherwise Provided.

ARRANGEMENT

	In Accordance With: Item	Page
Title page	57	36
Table of contents	58	36
List of participating carriers	59	36
List of Commodity Tariffs taking precedence over class rates shown in Tariff	60 (e)	37
Index to stations from which rates apply	61 (b)	37
Index to stations to which rates apply	61 (a)	37
Explanation of reference marks and abbreviations	62	38
Rules and regulations	65	38
Basis for rates to and from points taking same as or higher than from Virginia Cities	61 (b) and (c)	37
Rate tables	--	--
Alternative use of distance rates	67 (a)	39

Rate tables arranged:

Illustration A.

TABLE OF CLASS AND COMMODITY RATES.

FROM / TO	IN CENTS PER HUNDRED POUNDS. 1	2	3	4	5	6	A	B	C	D	E	H	In Cents PerBbl F
FROM Richmond Va., Manchester Va., West Point Va., Lynchburg Va., Norfolk Va., West Norfolk Va., Port Norfolk Va., Portsmouth Va., Suffolk Va., Pinners Point Va., Franklin Va. (See Notes 20 and 23, pages 5 and 8.) TO Atlanta Ga., Chattahoochee Ga., East Point Ga., Federal Prison Ga., Fort McPherson Ga., Roseland (Fulton Co.) Ga., Hapeville Ga., Howell (Fulton Co.) Ga.	80	76	62	50	41	37	24	34	28	27	45	55	55
FROM Charlotte N. C. TO Atlanta Ga., Chattahoochee Ga., East Point Ga., Federal Prison Ga., Fort McPherson Ga., Roseland (Fulton Co.) Ga., Hapeville Ga., Howell (Fulton Co.) Ga.	75	65	55	45	37	29	20	25	26	20	38	47	52

COMMODITIES. In Cents Per Hundred Pounds, unless otherwise specified	RATE.	COMMODITIES. In Cents Per Hundred Pounds, unless otherwise specified	RATE.
Ale, See Liquors.		Emigrant Movables, agreed to be of value of five dollars ($5.00) per hundred pounds in case of loss or damage and so expressed in bill of lading, C. L (See Note 5, page 2)	20
Asphalt, C. L., min. 30,000 pounds	19		
Axles, car. See Iron and Steel.			
Barley, flaked or rolled. See Oatmeal.			

UNIVERSITY OF CALIFORNIA

Illustration A.

Shows class rates from points in Virginia Cities Group to Atlanta, Ga., and points taking same rates and refers to "Notes 20 and 23, pages 5 and 8". Note 20 authorizes the application of Richmond (or Lynchburg) rates from points enumerated in that Note. Rates published from Richmond to Atlanta will apply from all points enumerated in Note 20. Note 23 provides that rates from Charlottesville, Va., will be made specified differentials over the rates from Richmond or Lynchburg. Therefore, to obtain rates from Charlottesville to Atlanta add the figures specified in Note 23 to the rates from Richmond or Lynchburg.

Points contained in Notes 20, 23, etc., are also shown in "List of Stations from which Rates Apply," the "Note" applicable also being shown.

Following the class rates from Virginia Cities are the class rates from Charlotte, N. C., to Atlanta and points taking same rates. Charlotte is named in "Note 20," but as lower rates apply from Charlotte than from other points in "Note 20" it is necessary to publish specific class rates from Charlotte.

Commodity rates are then shown from Virginia Cities Group, also applying from Charlotte and all points in "Note 20" except as otherwise provided. Commodity rates from Charlottesville, Va., are made by adding specific class differentials shown in "Note 23, page 8," to the commodity rates applying from Richmond.

No classification exceptions being referred to, the class ratings contained in classification shown on title page of tariff will apply, and the rules in such classification will govern the commodity rates.

Illustration B.

TABLE OF CLASS AND COMMODITY RATES.

BETWEEN	IN CENTS PER HUNDRED POUNDS.												In Cents Per Bbl	In Cents Per 100 Lbs.	In Cents Per Ton 2,000 lbs.		In Cents Per Car 20,000 Lbs.		
Richmond, Va. West Norfolk, Va. Manchester, Va. Port Norfolk, Va. West Point, Va. Portsmouth, Va. †Petersburg, Va. Suffolk, Va. Lynchburg, Va. Pinners Point, Va. †Roanoke, Va. Franklin, Va. Norfolk, Va. (See Note 21, page 7.) AND	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P
Charlotte, N. C.	68	58	48	38	33	25	18	24	23	20	33	38	46	15	200	225	4000	3000	2500

COMMODITIES. In Cents Per Hundred Pounds, unless otherwise specified. SOUTHBOUND.	RATE	COMMODITIES. In Cents Per Hundred Pounds, unless otherwise specified. SOUTHBOUND	RATE.
Ammonia, sulphate of. See Fertilizer Material.		Hoof Meal. See Fertilizer Material.	
Barytes, C. L., min. 50,000 pounds (from Lynchburg only)	18	Hulls, peanut, C. L.	19
Beer. See Liquors.		Iron and Steel, viz:	
		Sheet iron and sheet steel, C. L., min. 40,000 pounds	24

Governed by Southern Classification with exceptions shown in Note 4.
†Will not apply from Petersburg and Roanoke, Va.

The class rates shown in Illustration B apply between Charlotte, N. C., and the Virginia Cities named, except by referring to explanation of reference mark (†) it will be noted that class rates apply only from Charlotte to Petersburg and Roanoke.

Reference is made to "Note 21," page 7, and by reference to Note 21 authority is found (1) for constructing rates to Buchanan, Natural Bridge, Glasgow, Buena Vista and Basic, Va., by adding specified differentials to the rates to Lynchburg. (2) Application of Petersburg rates to specified stations on the Norfolk & Western Railway, and (3), authority to make rates to other specified Norfolk & Western stations by adding specified differentials to the rates applying to Petersburg, Va.

The commodity rates named apply "Southbound," unless otherwise specified, and may not be applied "Northbound".

Note statement "Governed by Southern Classification, with exceptions shown in Note 4". Note 4 of that classification should be consulted and exceptions shown therein applied whether higher or lower than ratings shown in Southern Classification; if exceptions do not provide a rating, the Southern Classification will apply. Commodity rates are also governed by rules, if any, in Exception No. 4, where in conflict with rules of Southern Classification.

ALTERNATIVE USE OF DISTANCE RATES.

This tariff also authorizes use of distance rates shown therein between certain points where lower rates can be made by use of such distance rates than the specific rates between such points.

ITEM 86.

WESTERN COTTON GOODS TARIFF (Issued by E. H. Hinton, Agent)

JOINT AND PROPORTIONAL FREIGHT TARIFF

Applying on

COTTON AND KNITTING FACTORY PRODUCTS

From and to Points in the States Enumerated on Title Page

Governed, Except as Otherwise Provided, by Southern Classification.

ARRANGEMENT	In Accordance With: Item	Page
Title page	57	36
Table of contents	58	36
Issuing Carriers	59	36
Participating carriers	59	36
Commodity index	60	36
Index to stations from which rates apply	61	37
Index to stations to which rates apply	61	37
Explanation of reference marks and abbreviations	62	38
Application of tariff	64	38
Rules and regulations	65	38
Basis for rates where no specific through rates are published	61 (d)	37
Rate tables	--	--

The destinations in this tariff are arranged in six sections, i. e.:
Ohio and Mississippi River Crossings and Nashville, Tenn.
Central Freight Territory.
Chicago-Indianapolis-Milwaukee Territory.
Western Trunk Line Territory.
St. Paul-Duluth-Winona Territory.
Buffalo-Pittsburgh Territory.

The Commodity Index does not enumerate all commodities for which rates are provided, but is arranged:

Item 7. **COMMODITY INDEX.**

Except as shown in "Commodity Cross-references" (Item 8 below), the commodities are arranged alphabetically to each of the six (6) divisions or sections of destination, as follows:

COMMODITIES.	Ohio and Mississippi River Crossings and Nashville, Tenn.		Central Freight Territory.		Chicago-Indianapolis-Milwaukee Territory.		Western Trunk Line Territory.		St. Paul-Duluth-Winona Territory.		Buffalo-Pittsburg Territory.	
	Page No.	Item No.	Page No.	Item No.	Page No.	Item No.	Page No.	Item No.	Page No.	Item No.	Page No.	Item No.
Bagging, brown cotton	7	1	21	4	77	5	101	3	148	3	181	1
Bagging, clayed	7	2										
Batting, N. O. S.	7	4	21	1	77	1	101	1	148	1	181	2
Batting, pressed in bales, etc	7	3	21	2	77	2	101	2	148	2	181	3
Blankets (made wholly of cotton)	7	5	21	3	77	3					181	4
Blankets (mixed cotton and wool)	7	6										
Comfortables (cotton)	7	7			77	4						
Cotton Goods Lists	7	8	21	4	77	5	101	3	148	3	181	5
Cotton sweepings	7	9	21	5	77	6	101	4			181	6
Knitting factory products	7	12	21	7	77	8	101	6	148	5	181	8
Thread, cotton	7	10										
Wadding, pressed in bales, etc	7	11	21	6	77	7	101	5	148	4	181	7

The "Commodity Cross References" arranged:

Item 8. **COMMODITY CROSS-REFERENCES.**

Commodities are arranged alphabetically to each of the six (6) divisions or sections of destination (see commodity Index, Item 7, above), except as follows:

COMMODITIES.	For Rates See.	COMMODITIES.	For Rates See.
Awning stripes	Cotton Goods Lists.	Kerseys	Cotton Goods Lists.
Backband webbing		Knit Goods	Knitting Factory Products.
Bagging (see also Bagging, brown cotton)		Knit Underwear	Knitting Factory Products.
Bags		Lap dusters	Cotton Goods Lists.
Belting		Lining, cotton shoddy	
Calicoes		Matting, oil press	
Cambrics		Mattress felts	
Canvas		Motes	Cotton Sweepings.
Card Strippings	Cotton Sweepings.		

It will be noted that the specific commodities named in "Item 8" refer to List contained in "Item 7", for example: "Calicoes" in "Item 8" refer to "Cotton Goods List" in "Item 7", therefore, the "Cotton Goods List" in that item covers calicoes, and in the same manner on "Card Strippings," in Item 8, the "Cotton Sweepings" list in Item 7 covers "Card Strippings". Item 7 makes reference to the page and item number whereon commodities are arranged alphabetically (except those enumerated in Item 8) applying to each of the six sections of destinations. For example, Item 7 denotes that to "Ohio River Crossings and Nashville, Tenn." commodities are shown on page 7, and on page 7 the arrangement is as follows:

COTTON FACTORY AND KNITTING FACTORY PRODUCTS, AS DESCRIBED BELOW, ANY QUANTITY, UNLESS OTHERWISE INDICATED BELOW OR IN RATE TABLES.

Item No.	DESCRIPTION OF COMMODITIES. (For rates see corresponding description numbers on pages 8 to 19 inclusive).		Description Nos.
	COTTON FACTORY PRODUCTS, viz:		
1	Bagging, brown cotton		1
2	Bagging, clayed, C. L., minimum weight 30,000 lbs		2
3	Batting, pressed in bales or packed and covered in crates		3
4	Batting, N. O. S		4
5	Blankets (made wholly of cotton)		5
6	Blankets (mixed cotton and wool), in cases		6
7	Comfortables (cotton), in bales or cases		7
8	**Cotton Goods List** (articles made wholly of cotton, except where otherwise specified), viz:		
	Backband webbing, in rolls (in original piece)	In bales, boxes, or barrels	8
	Bags		
	Belting, stitched canvas		
	Cord, braided		
	Cotton Fabrics, in the original piece, but not finished articles for immediate use (made wholly of cotton), packed in rolls, covered with burlap, or in boxes or bales		

This list indicates that each group of commodities is given a description number. For example: "Bagging, brown cotton" takes Description No. 1; "Blankets, (made wholly of cotton)" Description 5, and "Cotton Goods List" as enumerated, takes Description 8.

Rate tables arranged:

OHIO AND MISSISSIPPI RIVER CROSSINGS, AND NASHVILLE, TENN.

RATES IN DOLLARS AND CENTS PER HUNDRED POUNDS.

Station No.	FROM	TO	STATION No.	1	2		3	4		5		6		7	8		9		10
			Commodity Description Numbers (see page 7).	BELLEVILLE, ILL.	BELMONT, MO.		BROOKPORT, ILL. (For Beyond.)	CAIRO, ILL.		CINCINNATI, OHIO.		COLUMBUS, KY.		COVINGTON, KY.	EAST ST. LOUIS, ILL.		EVANSVILLE, IND.		HENDERSON, KY.
					Proper.	For Beyond		Proper	For Beyond.	Proper	For Beyond	Proper	For Beyond		Proper	For Beyond	Proper	For Beyond	
1	Jackson, Tenn.		1	27	----	----	----	----	----	----	----	----	----	----	27	----	----	----	----
2	Kosciusko, Miss.	C L	1	40	----	35	35	----	35	49	35	----	35	----	40	----	----	35	----
		L C L	1	45	----	35	35	----	35	49	35	----	35	----	45	----	----	35	----
3	Wesson, Miss.		1	45	----	----	35	35	----	44	----	----	----	----	45	----	44	----	44
4	Concord, N. C.		5	60	59	45	45	59	45	59	45	59	45	59	60	58	59	45	59
5	Lando, S. C.		5	62	61	47	47	61	47	61	47	61	47	61	62	----	61	47	61
6	Aberdeen, Miss.	C L	8	40	----	----	35	35	35	49	35	----	----	49	40	----	49	35	49
		L C L	8	45	----	----	35	40	35	49	35	----	----	49	45	----	49	35	49
7	Athens, Ala.		8	48	----	----	20	30	20	36	26	----	----	36	48	47	30	20	30
8	Athens, Ga.		†8	50	49	35	35	49	35	49	35	49	35	49	50	----	49	35	49

The Description numbers opposite rate tables apply on groups of commodities. For example: the rates opposite "Description No. 1" apply on "Bagging, brown cotton"; rates opposite "Description No. 5" apply on "Blankets, (made wholly of cotton)," and the rates opposite "Description No. 8" apply on "Cotton Goods List" enumerated in Description No. 8.

The above illustration covers rates applying to "Ohio and Mississippi River Crossings and Nashville, Tenn.", and the same principle is followed with respect to description numbers and arrangement of rate tables in the other five sections of destinations, except that the Description Numbers applying to each section are different from the numbers used to Ohio and Mississippi River Crossings and Nashville, Tenn.

Specific through rates are published from certain points of origin to apply only on specific commodities; for example, to "Ohio and Mississippi River Crossings and Nashville, Tenn.", specific through rates are published from Bath, S. C., and points in Group A (reference being made to page on which "Group A" points are enumerated) on "Commodity Description No. 16" which covers "cotton sweepings, motes and card strippings, etc., less carload," described on page 7 opposite Description No. 16. Page 20 discloses that "Group A" comprises Bath, Graniteville, Langley, Vaucluse and Warrenville, S. C., therefore, the specific through rates on commodities in Description No. 16 apply also from all points in "Group A" to Ohio and Mississippi River Crossings and Nashville, Tenn.

Tariff also shows basis for rates when no specific through rates are provided, arranged as follows:

BASIS FOR RATES WHEN NO SPECIFIC RATES ARE PUBLISHED HEREIN.

Rates published herein will also apply from the following Mill Points, as indicated below, except when Specific Rates from the same points are shown herein, viz:

(**Exception**: The above is not applicable on Cotton Sweepings Motes and Card Strippings (refuse of cotton spinning factories or knitting mills), in bales or bags, pressed. Apply rates as published herein from specific points of origin).

FROM SOUTH CAROLINA MILL POINTS.

Station No.	FROM	On articles named in Note below.	Apply same rates as from
70	Bath.....S. C.	A	Augusta, Ga., plus 5 cents.
71	Belton.....S. C.	B, F	Augusta, Ga., plus 12 cents on Note B, 10 cents on Note F.
72	Bennettsville....S. C.	B, F	
73	Blacksburg.....S. C.	B, F	

Note A. Batting, Wadding, Knitting Factory Products and articles named in Cotton Goods Lists.
Note B. Batting, Wadding and Knitting Factory Products.
Note C. Batting, Wadding and articles named in Cotton Goods Lists.
Note D. Knitting Factory Products and articles named in Cotton Goods Lists.
Note E. Knitting Factory Products.
Note F. Articles named in Cotton Goods Lists.

(Only part of list shown.)

From Bath, S. C., for example, on commodities enumerated in "Note A," shown beneath Rate Basis, the rates will be five cents per 100 pounds higher than the rates from Augusta.

Basis is shown for many points besides the specific points above, but the same principle will be applied from all points from which "Basis for Rates" is applicable.

Each page referred to in "List of Stations From Which Rates Apply" and in "List of Stations to which Rates Apply" containing the point to or from which rate is desired should be examined for specific through rates before the "Bases for Rates" are applied, and the descriptions applying to the six sections of destinations as well as the notes containing description numbers applicable in connection with "Bases for Rates" should be carefully examined to insure proper application of "Description Number" and "Rate Basis" as well as any specific through rate that may be applicable.

ITEM 87.

JOINT FREIGHT TARIFF (Issued by J. A. Ryan, Agent)

ON CLASSES AND COMMODITIES

From

NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, ALEXANDRIA AND INTERIOR EASTERN POINTS

To

Local and Junction Points in the South and Southwest

Governed by Southern Clssification and Exceptions Thereto, Except as Otherwise Provided.

ARRANGEMENT

	In Accordance With: Item	Page
Title page	57	36
Table of contents	58	36
List of issuing carriers	59	36
List of participating carriers	59	36
Alphabetical list of commodities with Item numbers and Group numbers	60	36
Alphabetical list of commodities published in other tariffs	60 (b)	36
Index to List of Stations from which "Joint Rates" apply	61 (b) and (c)	37
Index to stations from which "Through Rates" apply	61 (b) and (c)	37
Index to points from which specific commodity rates apply	61 (e)	37
Index to stations to which rates apply	61 (a)	37
Explanation of reference marks and abbreviations	62	38
Rules and regulations	65	38
Exceptions to classification	63	38
Routes	66	38
Basis for constructing rates as referred to in list of points from which "Joint" and "Through" rates apply	61 (b), (c) and (f)	37
Rate tables	--	--

Rate tables arranged:

Illustration A.

Basis for Rates from Interior Eastern Points (Alphabetically Arranged), see Pages B-30 to B-89, inclusive.

Station No.	Territorial Location.	Route. (See Item A-1011.)	TO	From Groups of Origin. (See Item A-1013.)	IN CENTS PER HUNDRED POUNDS. Class Rates. 1	2	3	4	5	6	A	B	C	D	E	H	F	In Cts Per Bbl.
1	X	13	Albany Ga.	A B	105	93	83	68	56	44	36	48	40	39	58	60	78	
2	X	13	Americus Ga.	C D	98	87	78	63	52	41	34	45	37	36	55	57	72	
3	X	10	Athens Ga.	A B	105	93	83	68	56	44	36	48	40	39	58	60	78	
4	X	16	Atlanta and Group (See Item A-1014) Ga.	C	98	87	78	63	52	41	34	45	37	36	55	57	72	
				D	98	87	75	61	50	41	32	42	36	35	54	57	69	
5	X	13	LaGrange Ga.															

COMMODITY RATES.—(For Alphabetical List of Commodities See Items A-1 to A-971, inclusive.

TO

Commodity Group Nos.	Albany, Ga.				Americus, Ga.				Athens, Ga.				Atlanta, Ga. and Group. (See Item A-1014). LaGrange, Ga.				Bainbridge, Ga.				Cordele, Ga.				Elberton, Ga.			
	From Groups of Origin (See Item A-1013.)																											
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
7									38	38	35	35	38	38	35	35									38	38	35	35
8	33	33	30	30	33	33	30	30	33	33	30	29½	33	33	30	29½	33	33	30	30	33	33	30	30	33	33	30	30
11	27	27	24	a20	27	27	24	a20	27	27	24	a23	27	27	24	a23	27	27	24	a20	27	27	24	a20	27	27	24	a23

CLASSIFICATION—See Note E, Item A-1005.
aC. L. minimum weight 30,000 pounds.
For explanation of Abbreviations see Item A-980.

A, B, C, D, under column "Groups of Origin (see Item A-1013)" represents points from which rates apply. (See Illustration B.)

Illustration B.

ITEM No. A-1013.

GROUPS OF ORIGIN—EXPLANATION OF.

A—New York, N. Y.
B—Philadelphia, Pa.
C—Baltimore, Md.
D { Washington, D. C.
{ Alexandria, Va.

Class rates opposite "A B" apply from New York and Philadelphia, rates opposite "C" apply from Baltimore; and opposite "D" from Washington, D. C., and Alexandria, Va.

Numerals under "Routes (see Item A-1011," indicate the routes shipments may be forwarded as shown opposite corresponding numbers in Item A-1011 (see Illustration C).

Illustration C.

ITEM No. A-1011. ROUTES TO POINTS OF DESTINATION.

ROUTE	VIA	ROUTE	VIA
1	Atlantic Coast Line. Cumberland Gap Despatch Routes. Kanawha Despatch Routes. Piedmont Air Line. Seaboard Air Line. Virginia, Tennessee & Georgia Air Line.	13	Atlantic Coast Line. Piedmont Air Line. Seaboard Air Line. Virginia, Tennessee & Georgia Air Line.

Opposite Station 4 (Illustration A) rates are shown to "Atlanta, Ga., and Group (see Item A-1014)". Item A-1014 authorizes the application of Atlanta rates to points enumerated therein.

Top of page (Illustration A) indicates "Basis for Rates from Interior Eastern Points (alphabetically arranged) see pages B-30 to B-89, inclusive." Rates from Interior Eastern Points are made the same as or differentials higher than the rates from points in Item A-1013 (see Illustration B), and pages B-30 to B-89 inclusive, show list of such Interior Eastern Points, together with the "Rate Bases" applicable, and referring to pages B-157 to B-167, inclusive, for explanation of such rate bases (see Illustration D and E). This tariff contains both "Joint rates" and "Through rates" from Interior Eastern Points. Pages B-30 to B-32 show the basis for "Joint rates" and pages B-33 to B-89 show the basis for "Through rates", reference being made on pages B-33 to B-89 for tariffs containing rates of initial lines to the ports of New York, Philadelphia and Baltimore.

Illustration D.

PAGE B-30.

POINTS FROM WHICH RATES APPLY. (See also Pages B-33 to B-94, inclusive).

JOINT RATES.

Rates published herein from the points named in this Item are Joint Rates from points of origin, under Powers of Attorney to John A Ryan, Agent and Attorney, or concurrences to issuing lines, when the movement is exclusively via routes formed of lines shown on pages B-2 to B-4, inclusive.

STATIONS.	LINES ON WHICH LOCATED.	Route. (See Item A-1010.)	Rate Basis Applicable. (For explanation of Rate Basis see Pages B-157 to B-167, inclusive.) To Points in Territorial Locations (as shown on pages 1 to 414).			
			W	X	Y	Z
Alexandria Va.	Norfolk and Washington Steamboat Co		Apply rates	as published	herein from Group D.	
Albany N. Y.	Hudson Navigation Co Manhattan Navigation Co Murray's Line	1A	1	1	1	1
Ampere N. J.	Colt's Express Co °Donnelley's Express	1A	65	83	65	1

Illustration E.

PAGE B-33.

POINTS FROM WHICH RATES APPLY. (See Also Pages B-30 to B-32, inclusive and B-90 to B-94, inclusive).

THROUGH RATES.

Rates published in this Tariff will apply as through rates from points named on pages B-33 to B-89, inclusive; the issuing lines and their connections (see pages B-2 to B-4) will absorb the lawful charges of carriers from such points of origin to the ports of New York, N. Y., Philadelphia, Pa., and Batimore, Md., including lighterage or transfer to piers of the Old Dominion Steamship Company, Clyde Steamship Company, Baltimore Steam Packet Company, Chesapeake Steamship Company and Merchants & Miners Transportation Company.

(For list of Tariffs carrying rates to the ports of New York, N. Y., Philadelphia, Pa., and Baltimore, Md., see Pages B-95 to B-104, inclusive.)

RATE BASIS APPLICABLE (For Explanation of Same see Pages B-157 to B-167, inclusive.)

STATION	Line on which Located.	Route. (See Item A-1010.)	To Points in Territorial Locations (as shown on pages 1 to 414). W	X	Y	Z	STATION.	Line on which Located.	Route. (See Item A-1010.)	To Points in Territorial Locations (as shown on pages 1 to 414). W	X	Y	Z
Academy Corners (L.C.L) Pa.	B. & S	1D	-----	65	1	3	Algonquin Connection Pa.	Erie	1E	-----	-----	1	1
Academy Corners (L.C.L) Pa.	N.Y.C.&H.R.	1D	-----	1	1	3	Allaire N. J.	Penn	1B	-----	1	1	18
Accord N Y.	N. Y. O .& W.	1E	-----	81	1	1	Allamuchy N. J.	L. & H. R.	1E	-----	65	65	1
Achantee N. Y.	Erie	1E	-----	-----	1	5	Allegany N. Y.	Erie	1J	66	82	1	5
							Allegany N. Y.	Penn	1K	66	82	1	5
							Allendale N. J.	Erie	1E	-----	1	1	1

Illustration F.

Arrangement of page B-157.

RULES AND REGULATIONS.

BASIS FOR CONSTRUCTING RATES FROM INTERIOR EASTERN POINTS IN THE ABSENCE OF SPECIFIC RATES.

Explanation of Rate Basis Numbers Shown in List of Points from which Joint Rates Apply, as Enumerated on Pages B-30 to B-32, inclusive, and from which Through Rates Apply, as Enumerated on Pages B-33 to B-89, inclusive.

TERRITORIAL LOCATION.	TO	ADD TO	CLASS RATES. In Cents Per 100 Pounds.												In Cts. Per Bbl	COMMODITY RATES. Specific through rates are published on the following Commodities on pages indicated below; class rate differentials (in the absence of commodity differentials) shown on pages B-157 to B-167, inclusive, will apply in constructing commodity rates where specific through commodity rates are not provided for. For Alphabetical List of Commodities see Items A-1 to A-971, inclusive.			
			1	2	3	4	5	6	A	B	C	D	E	H	F	Com. Group No.	Page.	Com. Group No.	Page
	Danville, Va.	New York, N.Y., rates.	4	3	3	2	2	1	1	1	1	1	2	2	2				
	Martinsville, Va.	New York, N.Y., rates.	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Brunswick, Ga.															7	419 to 422–425	405	
	Chattahoochee, Fla.															11	423	406	
	Darien, Ga.															28	425	407	419–422
	Fernandina, Fla.															29	425	408	
	Jacksonville, Fla.															36		409	
W	aLive Oak, Fla.	New York, N.Y., rates.	10	8	6	5	5	5	5	5	5	5	5	5	10	37		413	423–424
	Lower Bluff Dock, Ga.															38		414	422–424
	Milldale, Fla.															39		415	419 to 422
	Quincy, Fla.															40	419 to 423	416	424
	River Junction, Fla.															41		417	419 to 422
	Tallahassee, Fla.															42		418	
	All Other Points	New York, N.Y., rates.	8	7	7	6	5	4	4	4	4	4	5	6	8	43		419	415–416
X	All Points	New York, N.Y., rates.	8	7	7	6	5	4	4	4	4	4	5	6	8	44		420	
	Aldrich, Ala.															45		421	
	Attalla, Ala.															48	423–424	422	417–418
	Birmingham and Group; (see Item A-1014), Ala.															81	425	423	
																82	425	424	
																95	425	425	
	Blocton, Ala.															131	424	442	423
	Blocton Junction Ala.															163	424	443	424
	Calera, Ala.															164	425	446	425
	Demopolis, Ala.															222	425	447	425
	Gurnee, Ala.															224	425	448	
Y	Holt, Ala.	New York, N.Y., rates.	8	7	7	6	5	4	4	4	4	4	5	6	8	242	424	449	397–404
	Maplesville, Ala.															243	423	450	
	Montgomery, Ala.															254	423	451	423
	Northport, Ala.															276	423	483	424
	Pell City, Ala.															278	425	484	423
	Prattyille, Ala.															279	425	485	423
	Selma, Ala.															281	419 to 422	491	421
	Trussville, Ala.															285	423	------	---------
	Tuscaloosa, Ala.															293	423	------	---------
	Wellingson, Ala.															322	419 to 422	------	---------
	Woodstock, Ala.															377	423	------	---------
	All Other Points	New York, N.Y., rates.	0	0	0	0	0	0	0	0	0	0	0	0	0	378	425	------	---------
Z	All Points	New York, N, Y., rates.	0	0	0	0	0	0	0	0	0	0	0	0	0	379	425	------	---------

CLASSIFICATION—Unless otherwise specifically provided for Rates are subject to the Ratings, Rules and Regulations of the Classification applicable to the rates from New York, N. Y., Philadelphia, Pa., Baltimore, Md., Albany, N. Y., or Syracuse, N. Y., to points of destination.

For explanation of Abbreviations see Item A-980; for explanation of Reference Marks see Item A-979.

Pages B-30 to B-89, inclusive, also provide, under "Route (see Item A-1010)", routing via which rates constructed in accordance therewith apply, the routing applying as designated opposite corresponding numbers in Item A-1010 (see Illustration G).

Illustration G.

TEM No. A-1010.

ROUTING.

The routing shown herein, is that ordinarily and customarily to be used, but if from any cause arising from the exigencies of the carriers shipments are sent via other junction points but over lines of carriers parties to the tariff, the rates shown herein will apply.

ROUTES FROM INTERIOR EASTERN POINTS.

The routes named in this Item designate the ports through which shipments move when originating at points enumerated on pages B-30 to B-89, inclusive.

	FROM POINTS OF ORIGIN NAMED ON PAGES B-30 TO B-89, INCLUSIVE.	ON SHIPMENTS DESTINED TO POINTS IN TERRITORIAL LOCATION	ROUTE VIA
1A	All Points	W, X, Y or Z	New York, N. Y.
1B	Pennsylvania Railroad Stations: Points from which Philadelphia, Pa., Port Rates are authorized	W, X, Y or Z	Philadelphia, Pa.
	Other Stations	W, X, Y or Z	Baltimore, Md. Philadelphia, Pa.
	All Other Points	W, X, Y or Z	Philadelphia, Pa.
1C	All Points	W, X, Y or Z	Baltimore, Md.
1D	All Points	W, X, Y or Z	Baltimore, Md. Philadelphia, Pa.
1E	All Points	W, X, Y or Z	Baltimore, Md. New York, N. Y. Philadelphia, Pa.

Characters under "Territorial Location" (see Illustration A) is the territorial location referred to on pages B-30 to B-89, inclusive, and pages B-157 to B-168, inclusive.

Instead of enumerating and describing commodities on the pages containing the rates applying thereon, an index is shown of the commodities contained in tariff, and for ready reference, each commodity is assigned an item number and is also given a group number (see Illustration H).

Illustration H.

ALPHABETICAL LIST OF COMMODITIES WITH GROUP NUMBERS APPLICABLE.

Following List Enumerates Only Such Articles As Are Given Specific Rates; Articles Not Specified Will Take Class Rates.

Item Number.	COMMODITIES Rates in Cents Per Hundred Pounds, Except as Otherwise Specified. Minimum carload weights will be as per Classification governing, or as named below, except where otherwise specified in Tariff.	Commodity Group Numbers.
A-1	Acid, Lactic, C. L., minimum weight 30,000 pounds; see item A-288	497
A-2	Acid, Sulphuric; see items A-169 and A-170.	
A-3	Agricultural Implements, C. L., minimum weight 20,000 pounds, viz: Corn Planters, Field Rollers, Plows, Stalk Cutters (Field), Cotton Choppers, Grain Drills, Potato Diggers, Transplanters, Cotton Planters, Guano Distributors, Potato Planters, Cultivators, Harrows, Seed Sowers (not Hand), and parts thereof when shipped in carloads with implements named.	7
A-4	Alcohol in barrels; see also item A-563	501
A-5	Ale (including Ginger Ale), Beer, Root Beer (carbonated), Porter and other Malt Liquors, and Mineral water, O. R., straight or mixed carloads, minimum weight 24,000 pounds	8

Commodity rates are shown by "group" numbers as shown in Illustration H, under the point from which they apply (see Illustration B).

"Classification, (see Note E, Item 1005)". This item shows the classification and exceptions by which tariff is governed, and on page B-157 (see Illustration F) it will also be noted that the classification governing the rates from New York, Philadelphia, etc., will apply to the differentials shown in that Item.

Reference mark "a" (Illustration A) applies to specific rates against which it appears.

EXAMPLES OF APPLICATION OF TARIFF.

1. To obtain first-class rate and route from New York to Albany, Ga.:

After finding that class rates to Albany are shown on page 1 opposite station 1 (see Illustration A) as applying from groups of origin in Item A-1013, by reference to Item A-1013 (see Illustration B), it is found that "A" represents New York; therefore, the rates published opposite "A", also opposite Albany, Ga, are the class rates from New York to Albany, the 1st class rate being $1.05. Opposite Albany there is also shown under "Route" the numerals "13", and by reference to Item A-1011 (see Illustration C), opposite Route 13 are shown "Atlantic Coast Line; Piedmont Air Line; Seaboard Air Line; Virginia, Tennessee & Georgia Air Line"; and traffic may be forwarded to Albany, Ga., via either of the routes specified.

2. To obtain first class rate and route from Allendale, N. J., to Albany, Ga.

At top of page (Illustration A) it is stated to obtain rates from Interior Eastern Points, see pages B-30 to B-89, inclusive. Page B-30 (Illustration D) does not show Allendale, there being no "Joint rate" published from that point, but page B-33 (Illustration E) shows Allendale as being located on the Erie Railroad and taking Rate Basis No. 1 to points in territorial locations X, Y and Z, also referring to pages B-157 to B-167 for explanation of Rate Bases. As shown in Illustration A, Albany is in Territorial Location "X" and Rate Basis 1 will apply from Allendale, N. J., to Albany.

Page B-157 (Illustration F) discloses that to make rates from points in Rate Basis 1 to all points in Territorial Location X, specified figures are to be added to the rates from New York, first class being 8 cents. In Example 1 the first class rate from New York to Albany is shown as $1.05, and adding 8 cents thereto will make through first class rate of $1.13 from Allendale.

On page B-33 opposite Allendale is shown Route 1E and Item A-1010 (Illustration G) indicates Route 1E is via Baltimore, New York or Philadelphia.

3. To obtain commodity rate on Ale, Beer, etc., from New York to Albany, Ga.

In Commodity Index (Illustration H) under Item A-5, ale, beer, etc., carload, is shown as being in Commodity Group 8. Under "Commodity Groups" (Illustration A) Group 8 is shown opposite rates in columns A, B, C, D, under "Albany, Ga." "A" represents New York as shown in Example 1, and the rate shown under "A" opposite Group 8 is 33 cents. Route is also shown in Example 1.

4. To obtain rate and route on Ale, Beer, etc., carload, from Allendale, N. J., to Albany, Ga.

Example 2 explains application of pages B-30 and B-33. By reference to page B-157 (Illustration F) under "commodity rates," certain groups of specific commodity rates are referred to as being published on specific pages in tariff(pages B-90 to B-94 also show points from which specific commodity rates are published), and where specific rates are published they will take precedence over rates constructed by use of "Bases". Page B-157 states in the absence of specific through rate rates may be made by use of commodity or class differentials as shown therein. Group No. 8 is not shown as having a specific commodity rate nor is any commodity differential shown, therefore, the class differential will apply; Illustration A indicates under "Classification" that "Note E", as shown in Item A-1005, will apply, and reference to Note E discloses "Southern Classification". Southern Classification shows ale, beer, etc., carload, rated Class E, therefore the Class E differential of 5 cents as shown on page B-157 will be added to the rate from New York (see Example 3) resulting in through rate of 38 cents per 100 pounds from Allendale, N. J., to Albany, Ga. Routing as explained in Example 2.

Item 88.

CLASS TARIFF (Issued by P. C. C. & St. L. Ry.)
JOINT AND PROPORTIONAL FREIGHT TARIFF
Of
CLASS RATES
From
Stations on the Pittsburg, Cincinnati, Chicago & St. Louis Ry., and other Lines Named
To
Stations in Indiana, Illinois, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania and West Virginia.

Governed by Official Classification and Exceptions Thereto Issued by P. C. C. & St. L. Ry.

ARRANGEMENT (On Loose Leaf Plan).	In Accordance With: Item No.	Page No.
Title page	57	36
Table of contents	58	36
Participating carriers	59	36
Explanation of reference marks and abbreviations	62	38
Explanatory statements	64	38
Rules and regulations	65	38
Rate tables	--	--

Stations from which rates apply are designated by numbers and reference is made to the I. C. C. number of "P. C. C. & St. L. Basis for Freight Rates" wherein such stations are shown in alphabetical and geographical arrangement. (See Item 61 (f), page 37).

Stations to which rates apply are also designated by numbers, reference being made to the I. C. C. number of "P. C. C. & St. L. Basis for Freight Rates" wherein such stations are shown in alphabetical and geographical arrangement. (See Item 61 (f), page 37).

The "Basis for Freight Rates" to which reference is made is also issued on the "loose leaf plan", and contains a list of participating carriers.

Illustration of "Points of Origin", alphabetically arranged, showing station numbers:

Illustration A.

P

WW	2	*Palanka	Pa.
PD	75	Pataskala	O.
LM	41	Pendleton Shop	O.
EB	13*‡	Perkins Spur	Ind.
IN	38*†	Philadelphia	Ind.
PD	50	Philadelphia Road	O.
LP	3	Pikeville	O.
IN	18	Piqua	O.
PD	1	Pittsburgh	Pa.

Illustration of "Points of Destination" alphabetically arranged, indicating delivering line and station number:

Illustration B.

STATION	Delivering Line and Station No.	Page No.
Adrian Ohio	C. C. C. & St. L. 333	40
*Advance Ill.	C. H. & D. 259	35
Advance Ind.	C. I. 17	12
Aetna Ill.	Ill. Cent. 461	56

Illustration of arrangement of rate tables shown in tariff:

Illustration C.

TO DESTINATION STATIONS as shown in P. C. C. & St. L. Ry. Bases for Freight Rates. For I. C. C. and other numbers, see page 15.	FROM STATIONS OF ORIGIN as shown in P. C. C. & St. L. Ry. Bases for Freight Rates. For I. C. C. and other numbers, see page 15.	Rates in Cents per 100 pounds.					
		CLASSES.					
Station No.	Station No.	1	2	3	4	5	6
Ill Cent 460 to 463	PD 1 to 43	55½	48½	37	26	22½	18½
	" 44 to 50	53½	46½	35	24	20½	16½
	" 51 to 70	51½	44½	33	23	19½	15½
	" 71 to 81	47	41	31	22½	19	14½
	" 82	45	39	30	21	18	14

Example of use of tariff:

To obtain class rates from Pittsburgh, Pa., to Aetna, Ills.

Refer to "Basis for Rates," and under alphabetical list of P. C. C. & St. L. stations Pittsburgh is shown as station "PD-1" (Illustration A). Refer to alphabetical list of destinations (Illustration B), and Aetna, Ills., on the Illinois Central Railroad is shown as station No. 461.

It having been ascertained that point of origin (Pittsburgh) is station PD-1, and that the point of destination (Aetna, Ills.) is station No. 461, by reference to rate tables in tariff (Illustration C) under "Illinois Central" rates are carried to stations 460 to 463, and the class rate opposite stations "PD-1 to 43" under column "Stations of Origin" are the rates applying from Pittsburgh, Pa., to Aetna, Ills.

Alphabetical List of Points of Destination also indicates pages on which stations are arranged in geographical order.

ITEM 89.

CLASS TARIFF
And
BASIS FOR RATES (Issued by Pennsylvania Railroad)
JOINT AND PROPORTIONAL FREIGHT TARIFF
Of
CLASS RATES
And
BASIS FOR RATES
From
Stations on the Pennsylvania Railroad and Other Lines as Shown
To
Western Points.

ARRANGEMENT

	In Accordance With: Item No.	Page No.
Title page	57	36
Table of contents	58	36
Participating carriers	59	36
Alphabetical list of stations from which rates apply, showing also station number	61 (b) and (c)	37

Illustration A.

ALPHABETICAL LIST OF STATIONS FROM WHICH RATES APPLY.

Station Number	NAME OF STATION	Station Number	NAME OF STATION
9744	Haddonfield---------N. J.	804	Lumberton---------N. J.
9732	Haddonfield Junction----N. J.	11417	Lunts---------Va.
10257	Hagerstown---------Md.	8183	Lutherville---------Md.
3655	Hagevo Mine---------Pa.	2131	Lutzville---------Pa.
7176	Haines (Lancaster Co)-----Pa.	8552	Lykens---------Pa.
14045	Hainesburg Junction-----N. J.	15131	Lyle Siding---------N. J.
802	Hainesport---------N. J.	10575	Lynbrook---------N. Y.

Geographical list of stations from which rates apply, arranged by station numbers as shown in alphabetical list, and also indicating "Rate Basis" applicable and arbitraries to be added, if any, to rates authorized in "Rate Bases" column, except as provided in column of exceptions. (See Item 61 (b), (c) and (f), page 37.)

Illustration B.

GEOGRAPHICAL LIST OF
STATIONS ON PENNSYLVANIA RAILROAD FROM WHICH RATES APPLY.
NEW JERSEY DIVISION.

Station No.	NAME OF STATION.	State	ARBITRARIES IN CENTS PER 100 POUNDS To be added to bases shown in Rate Bases Column, except as provided in Column of Exceptions CLASSES 1	2	3	4	5	6	RATE BASES	Pages 125, 126 See Exception No.
	AMBOY DIVISION.—Cont'd									
802	Hainesport	N. J.								
803	Medford Junction (Junc. M. H., L. & M. R. R.)	"	------	------	------	------	------	------	New York	3
804	Lumberton	N. J.	3	3	3	3	3	3	New York	3, 12

Illustration C.

EXCEPTIONS TO BASES GIVEN ON PAGES 20 TO 124, INCLUSIVE.

EXCEPTION No.	COMMODITIES	RATE BASES TO APPLY
3	Agricultural Implements Axes Bricks Canned Goods Dry Goods Hatchets Iron Pipe Machinery Oil Cloth Paper Sand, C. L.	Philadelphia plus Classes 1 2 3 4 5 6 Cents per 100 lbs. 5 5 2 2 2 2

Alphabetical list of stations to which rates apply and "Rate Basis" number applicable, also indicating specific exceptions or restrictions as shown in "Explanatory Statement." (See Item 61 (b) and (c), page 37).

Illustration D.

ALPHABETICAL LIST OF STATIONS TO WHICH RATES APPLY.

Rate Bases No.	STATION	STATE	RAILROAD
117	Belleville	Ill.	Ill. Cent.
117	Belleville	Ill.	So. Ry.
87	Belleville	W. Va.	B. & O.
108	*Bellevue	Ind.	E. & T. H.
122†	Bellevue	Iowa	C. M. & St. P.
96	Bellevue	Mich.	G. T.
78	Bellevue (Note 31)	Ohio	N. Y., C. & St. L
78	Bellevue	Ohio	Pa. Co. (W. V.).
60	*Bellevue	Pa.	Pa. Co. (P. F.)
104	Bellewood	Ill.	C. G. W.

Explanation of reference marks and abbreviations (See Item 62, page 38)
Explanatory statements (shown in form of notes) (See Item 64, page 38)
Rules governing tariff (See Item 65, page 38)
Rate tables (shown by Rate Bases numbers as referred to in "Alphabetical list of stations to which rates apply") under "Rate Bases" points referred to in "Geographical list of points from which rates apply."

Illustration F.

CLASS RATES FROM EASTERN POINTS AS SHOWN ON PAGES 20 TO 124, INCLUSIVE, TAKING RATE BASES. NEW YORK.

TO Western points as shown on pages 127 to 201 inclusive. indicated by Rate Bases Nos.	RATES IN CENTS PER 100 POUNDS.							
	CLASSES						Rule 25	Rule 26
	1	2	3	4	5	6		
74	56	48	37	26	22	19	41	30
76	57	49	38	27	23	19	42	30
78	59	51	39	27	23	20	43	31
79	59	51	40	28	24	20	43	32

Examples of use of tariff:

1. To obtain rates from Hainesport, N. J., to Bellevue, O.:

Hainesport is shown in "Alphabetical list of stations from which rates apply" (Illustration A) as station No. 802, and is again shown in "Geographical list of stations from which rates apply" (Illustration B) as station No. 802, and as taking Rate Basis "New York". Bellevue, O., is shown in "Alphabetical list of stations to which rates apply" (Illustration D) as taking "Rate Basis" No. 78, and as being located on the New York, Chicago & St. Louis Railway and the Pennsylvania Company. By reference to tables of class rates (Illustration F) taking Rate Basis "New York" the line of figures opposite "No. 78" are the rates applying from Hainesport to Bellevue.

2. To obtain rate from Lumberton, N. J., to Bellevue, O.:

From Lumberton, N. J., (Station 804) to Bellevue, O., the same principle is applied, except it will be noted opposite Lumberton (see Illustration B) certain figures are shown under "Arbitraries", which are to be added to Rate Basis "New York" in order to arrive at rates applying from Lumberton.

Opposite both Hainesport and Lumberton in "Geographical list of stations" (Illustration B) the last column provides that "Exception 3" will apply, and also "Exception 12" from Lumberton. Reference to "Exception 3" (Illustration C) shows specific commodities named will be made class differentials higher than Rate Basis "Philadelphia", and rates so constructed will take precedence on specific commodities. "Exceptions 12" (not shown herein) provides that on boots and shoes rate basis "Philadelphia" will apply.

Opposite Bellevue, O., located on the New York, Chicago & St. Louis Railway in "Alphabetical list of stations to which rates apply," and taking "Rate Basis" 78 (Illustration D) is shown "Note 31". By reference thereto under "Explanatory Statements" (not shown herein) it will be found that rates published to Bellevue, O., in Rate Basis 78 will not apply on traffic from New England Territory.

ITEM 90.

TERRITORIAL DIRECTORY (Issued Under I. C. C. Numbers of J. F. Tucker, Agent, and F. A. Leland, Agent)

(See Item 51 (b), page No. 34.)

SHOWING LIST OF STATIONS

In

Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Tennessee, Virginia, West Virginia, Wisconsin and the Dominion of Canada

Also

Railroad and Territorial Location Applicable on Traffic to and From

Arizona, Arkansas, Louisiana, New Mexico, Oklahoma, Texas; also Texarkana, Ark.-Tex., and the Republic of Mexico, in Connection with Tariffs Making reference thereto.

ARRANGEMENT

	In Accordance With: Item No.	Page No.
Title page	57	36
Table of contents	58	36
List of issuing carriers	59	36
List of participating carriers	59	36
Explanation of reference marks	62	38
Explanation of notes	64	38
Technical abbreviations	62	38
Special application of rates	64	38

Illustration of arrangement showing list of points, territorial location, and special rate bases:

Illustration A.

STATIONS	RAILROAD LOCATION	TERRITORIAL APPLICATION AND SPECIAL RATE BASES. Applicable on Traffic to or from Points in Arizona, Arkansas, Louisiana, New Mexico, Oklahoma, Republic of Mexico and Texas; also Texarkana, Ark.-Tex.			
		ARIZONA, LOUISIANA, MEXICO, NEW MEXICO, TEXAS and TEXARKANA, ARK.-TEX.	ARKANSAS (Except Texarkana, Ark.-Tex.)		OKLAHOMA.
			Ft. Smith Group.	All Points Except Ft. Smith Group.	
Atkinson ---- Ga.	A. C. L.	See Item No. 352			See Item No. 352.
Atkinson ---- Ill.	C. R. I. & P.	Chicago	Chicago	Chicago	Peoria.
Atkinson ---- Mich.	C. & N. W.	See Item No. 9	See Item No. 32	See Item No. 32	See Item No. 75.
Atlanta ---- Ga.	A. & W. P. C. of Ga. L. & N. S. A. L. Southern W. & A.	Nashville	Nashville	Nashville	Nashville.
Atlanta ---- Ill.	C. & A. Vandalia	Chicago	Chicago	Chicago	Peoria.

Example of use: If rate is wanted from Atlanta, Ga., to a point taking "Texas Common Points" rates (see illustration of Texas Tariff, Item 93, page 75) locate Atlanta in "Territorial Directory," and, as per illustration, it is shown as taking "Nashville Territorial Rate" under column headed "Arizona, Mexico, New Mexico, TEXAS and Texarkana, Ark-Tex." By reference to tariff containing rates to points in Texas, the rates from "Nashville Territory" will be shown therein.

Where name of territorial location shown in "Territorial Directory" is followed by reference to some item or items and all are included in the same brace (}) the commodities specified in such item or items will constitute exceptions to the general application of rates.

Where no territorial location is shown opposite a point, but reference is made to a particular item it indicates either that rates will be made by adding specified differentials, contained in that item, to "Territorial Rates", or that rates, or basis for rates, are provided only on commodities specified in such item. Example (1). Opposite Atkinson, Mich., under "Oklahoma" reference is made to Item 75. Item 75 provides instead of applying the "Territorial Rates" that through rates are made by adding differentials to the "Chicago Territorial" rates. Example (2). Opposite Atkinson, Ga., under "Oklahoma" reference is made to Item 352. Item 352 provides basis for constructing rates on syrup from Atkinson, Ga., to points in Oklahoma.

Each item referred to in "Territorial Application and Special Rate Basis" should be examined before applying the general basis authorized as being applicable from "Defined Territories".

ITEM 91.

CLASS AND COMMODITY TARIFF (Issued by C. M. & St. P. Ry.).

JOINT AND PROPORTIONAL FREIGHT TARIFF

Of

CLASS AND COMMODITY RATES

Between

Chicago, Ills., Milwaukee, Wis., St. Paul, Minneapolis, Duluth, Minn., St. Louis, Kansas City, Mo., Omaha, Neb., Sioux City, Ia., etc., and Points Taking Same Rates

And

Stations on the Chicago, Milwaukee & Puget Sound Railway (in Montana), Montana Railroad and Butte, Anaconda & Pacific Railway

Governed by Western Classification, except as provided.

ARRANGEMENT:

	In Accordance With: Item No.	Page No.
Title page	57	36
Table of contents	58	36
Participating carriers	59	36
Index of commodities (referring to Item numbers), also referring to tariffs containing rates on other commodities	60	36
Alphabetical list of stations (rates apply "between", and index covers both the stations from which rates apply and stations to which rates apply).	61 (a)	37
Application of rates:		
(a) Stations arranged by index numbers as shown in index indicating "Rate Basis" applicable.	61 (b) and (c)	37
(b) Explanation of Rate Bases	64	38
Explanation of reference marks and abbreviations	62	38
Exceptions to classification	63	38
Rules and conditions	65	38
Tables of class rates (described as Section 1)	....	....
Commodity descriptions, each commodity or group of commodities being assigned an Item number	60 (c)	36
Commodity rate tables (commodity descriptions and rate tables described as "Section 2")	--	--
Miscellaneous commodity rates; each commodity or group of commodities being assigned an Item number (also showing application), followed by table of miscellaneous commodity rates under "Item numbers". (Miscellaneous commodity rates and tables described as "Section 3".)	60 (c)	36
Distance table for alternative use (described as "Section 4")	67 (d)	39

Illustration of arrangement of stations to and from which rates apply:

Illustration A.

STATIONS.	Index No
Algers	
C. B. & Q. R. R	1682
Wabash R. R	4514
Algoma—Wis.	1226
Algona—Iowa	
C. M. & St. P. R'y	828
Iowa Cent. R'y	3872
Algonquin—Ill.	2778

Illustration of arrangement of stations by index numbers, indicating "Rate Basis" applicable:

Illustration B.

Index No.	STATIONS.	Rate Bases
	A. & W. R'y.	
1224	Casco ---------- Wis.	
1225	*Rio Creek ---------- "	
1226	Algoma ---------- "	
1227	Forestville ---------- "	1
1228	*Maplewood ---------- "	
1229	Sawyer ---------- "	
1230	Sturgeon Bay ---------- "	

Illustration of arrangement of "Explanation of Rate Bases":

Illustration C.

Rate Basis No.	RATES TO APPLY.	
	COMMODITY	CLASS.
1	Chicago ----------	Chicago.
2	St. Louis ----------	Mississippi River.
3	St. Paul ----------	St. Paul.
4	Chicago Class and Commodity rates plus the following arbitraries:	

1	2	3	4	5	A	B	C	D	E	Classes.
10	9	8	7	6	6	5	5	5	4	Cents per 100 lbs.

SECTION NO. 1.

Illustration of arrangement of class rate tables:

Illustration D.

Index No.	BETWEEN	AND	CLASSES. Rates in Cents per 100 Pounds.									
			1	2	3	4	5	A	B	C	D	E
4752	Baker ---------- Mont.	Chicago ----------	202	171	138	108	86	93	77	67	56	48
		Mississippi River ----------	202	171	138	108	86	93	77	67	56	48
		St. Paul ----------	142	121	98	83	66	68	57	50	42	35

EXAMPLE OF USE OF TARIFF:

To obtain class rates from Algoma, Wis., to Baker, Mont.: In "Index of Stations to and from which Rates Apply" (Illustration A), Algoma, Wis., is shown as Index No. 1226. Under arrangement of stations by Index Numbers (Illustration B), Algoma is again shown opposite Index No. 1226, and indicating "Rate Basis No. 1". Explanation of Rate Bases (Illustration C) indicates Chicago rates will apply, and the rates shown opposite Chicago in rate tables (Illustration D) will apply between Chicago and Baker, Mont., and between all points taking "Rate Basis No. 1," including Algoma, Wis., and Baker, Mont. Had "Rate Basis 4" (Illustration C) been indicated, the rates would be higher than the Chicago rates to the extent of the figures shown opposite "Rate Basis 4".

Under "Application of Rates" (No illustration shown herein) reference marks appear against certain "Rate Bases", and the explanation of such reference marks refer to specific item numbers in tariff; reference to such items will disclose specific commodity rates taking precedence over the class rates authorized by use of "Rate Bases".

Illustration of arrangement of index to commodities:

Illustration E.

ARTICLES	Item No.
Acid	176
Acid, Oleic	164
Agricultural Implements	30, 177
Agricultural Implements, Exceptions	3
Agricultural Implements, Hand	31

SECTION NO. 2.

Illustration of arrangement of "Commodity Descriptions" referred to in Index of Commodities (see Illustration E).

Illustration F.

GENERAL COMMODITY RATES.
PART A—COMMODITY DESCRIPTION.
For Rates see corresponding Item numbers, Part B, pages 104 to 207 inclusive.
If the rates in Sections Nos. 1, 3 or 4 of tariff make a lower charge on any shipment than the rates in this section of tariff, the rates in Sections Nos 1, 3 or 4 will be applied.

Item No.	ARTICLES. Carloads, Minimum Weight 30,000 lbs., Unless Otherwise Provided.
30	Agricultural Implements (except Hand) and parts thereof, Gasoline Engines, Windmills and articles classified as Vehicles and parts thereof, in current Western Classification (except Automobiles, Hearses and Children's Vehicles), minimum weight 20,000 pounds.
31	Agricultural Implements (Hand), viz: Forks, Barley (wooden); Forks, Hay, Manure or Spading; Hoes; Rakes (wooden or iron); Potato Forks and Hooks, Scythes and Snaths; Shovels, Scoops and Spades.

Illustration of arrangement of general commodity rate tables:

Illustration G.

GENERAL COMMODITY RATES.
PART B—RATES.
(For list of articles upon which rates apply, see corresponding item numbers, Part A, pages 92 to 103, inclusive.)
If the rates in Sections Nos. 1, 3 or 4 of tariff make a lower charge on any shipment than the rates in this section of tariff, the rates in Sections Nos. 1, 3 or 4 will be applied.

Item No.	FROM \ TO STATION	*Dodge, Mont.	*Kingmont, Mont.	Baker, Mont.	*Tonquin, Mont.	*Plevna, Mont.	*Westmore, Mont.	Ismay, Mont.	*Lacomb, Mont.	Mildred, Mont.	*Whitney, Mont.	*Bluffport, Mont.	Terry, Mont.	*Calypso, Mont.
	Index No.	4750	4751	4752	4753	4754	4755	4756	4757	4758	4759	4760	4761	4762
		RATES IN CENTS PER 100 POUNDS.												
30	Chicago	86	87	88	90	91	93	94	96	97	98	98	99	100
	St. Louis	86	87	88	90	91	93	94	96	97	98	98	99	100
31	Chicago	122	123	123	125	127	128	128	130	132	133	134	135	136
	St. Louis	122	123	123	125	127	128	128	130	132	133	134	135	136

EXAMPLE OF USE:

To obtain rate on agricultural implements from Algoma, Wis.: In "Index to Commodities" (Illustration E) agricultural implements are shown as taking Items 30, 177 and 31, and corresponding items under "Commodity Descriptions" (Illustration F) contain full description of agricultural implements on which rates apply. Under example above given of class rates, Algoma is shown under "Rate Basis 1" and taking the same rate as Chicago. Therefore, the rates shown opposite Items 30 and 31 from Chicago in Commodity Rate Table (Illustration G) will apply.

SECTION NO. 3.

Specific commodity rates are published from specific points (indicated by group numbers) to specific stations under designated index numbers. The commodity descriptions are designated by item numbers and rates are shown under such item numbers.

Illustration of commodity description and application:

Illustration H.

MISCELLANEOUS COMMODITY RATES.
PART A—COMMODITY DESCRIPTION AND APPLICATION.
For rates see corresponding item numbers, Part B, pages 218 to 223, inclusive.
If the rates in this Section of tariff make a lower charge on any shipment than the rates in Sections Nos. 1, 2 or 4 of tariff, the rates in this section will be applied.

Item No.	ARTICLES, Carloads, Minimum Weight 30,000 Lbs., Unless Otherwise Provided.	Application.
181	Beer, Beer Tonic, Hop Tonic, Hop Tea Tonic, Weiss Beer, Liquid Bread, Malt Ale, Porter and Stout. Subject to estimated weights provided in Western Classification.	Group 1 applies from La Crosse, Wis., and Winona, Minn. Group 2 applies from Rochester, Minn., and Waverly, Iowa

Illustration of arrangement of commodity rate tables:

Illustration I.

MISCELLANEOUS COMMODITY RATES.
PART B—RATES.
For Commodity Description and Points from which Rates Apply, see Corresponding Item Numbers, Part A, Pages 208 to 217, inclusive.
If the rates in this section of tariff make a lower charge on any shipment than the rates in Sections Nos. 1, 2 or 4 of tariff, the rates in this section will be applied.

To Stations Index Nos.	Item No. 177.									Item No. 181		Item No. 182.			
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Group 9	Group 1	Group 2	Group 1	Group 2	Group 3	Group 4
	RATES IN CENTS PER 100 POUNDS.														
4750	83	86	86	86	86	84.4	83	83	76	72	79	35½	35	36	38
4751	84	87	87	87	87	84.4	84	84	77	74	81	36½	36	37	39

By reference to numerical arrangement of index numbers will be found the specific points to which rates shown apply.

SECTION NO. 4.

This section consists of distance tables applying between designated points and referring to I. C. C. number of list containing table of distances.

Each of the four sections of this tariff are authorized for alternative use. (See Item 7 (f), page 16).

ITEM 92.

TRANS-CONTINENTAL FREIGHT BUREAU WESTBOUND TARIFF (Issued Under I. C. C. Numbers of C. W. Bullen, Agent, J. F. Tucker, Agent, and R. H. Countiss, Agent)

(See Item 51(b), page 34.)

Naming
LOCAL AND JOINT CLASS RATES
Governed by Western Classification
And
LOCAL, JOINT AND PROPORTIONAL COMMODITY RATES
From
EASTERN SHIPPING POINTS
To
"North Pacific Coast Terminals" and Points in Oregon and Washington, Also to British Columbia, Pacific Coast Terminals and Other Points in British Columbia

ARRANGEMENT

	In Accordance With: Item No.	Page No.
Title page	57	36
Table of contents	58	36
Issuing carriers	59	36
Participating carriers	59	36
Index to commodities	60	36
Application of tariff, showing arrangement of points of origin (arranged alphabetically) by States also showing "Group rates" applying. (See illustration of arrangement below.)	61 (d)	37
Alphabetical list of points from which specific commodity rates apply	61 (e)	37
Points to which rates apply (alphabetically arranged) and followed by lists of points (alphabetically arranged) as taking specified figures higher than to points to which specific rates are named	61 (d) and (e)	37
Explanation of reference marks and abbreviations	62	38
Exceptions to classification	63	38
Routing (shown under heading "Key to Western Gateways")	66	38
Rules and regulations	65	38
Rate tables	--	--

The arrangement of "Points from Which Rates Apply" shown in this tariff is different from the illustrations shown herein of other tariffs in that the points of origin are arranged by States showing:

(a) Specific points within a State from which designated group rates apply.

(b) That designated group rates will apply from all points within a State.

(c) That designated group rates apply from all points within a State, except those enumerated.

(d) That designated group rates apply on certain commodities shown on designated pages from specified points, while different designated group rates will apply on other commodities from such specific points; that from all other points in the same State, not specifically excluded, designated group rates will apply.

Opposite the names of States, or points in such States, are shown the "group" rates applicable.

Illustration of the above arrangement is shown below.

Illustration A.

APPLICATION OF THIS TARIFF .

N. B. The Rates named in this Tariff apply only in connection with the carriers shown on pages i to ix, inclusive, as "Participating Carriers".

Note. For special commodity rates applying from specific points, see pages 119 to 123, inclusive.

POINTS FROM WHICH RATES NAMED HEREIN APPLY.						RATES APPLICABLE.
ALABAMA:						
Adamsville	Citronelle	Fonde	Kauffman	Orchard	Taylor	
Alabama Port	Clarke	Frieburg	Kipling	Palos	Theodore	Group C. Rates.
Atwood	Coal Creek	Fruitdale	Kushla	Parker	Townley	

Illustration B.

ARKANSAS; All Points	Group E Rates.

Illustration C.

MICHIGAN (Northern Peninsula): All Points except those named (in italics) below	Group D Rates.

EXCEPTIONS.

Ahmeed	Centennial	Kearsarge	Mason	Osceola	Swedetown
Allouez	Dollar Bay	Kearsarge No. 4	Mays	Point Mills	Tecumseh

Illustration D.

NEBRASKA:

Lincoln		Omaha		Ralston	On all commodities — Group F Rates
Nebraska City		Plattsmouth		South Omaha.	
Abbott	Arapahoe	Barton	Bertrand		
Adams (Gage Co.)	Archer	Bayard	Berwyn		
A. D. Cattle Co's. Siding	*Armour	Bay State	Beverly		
Agnew	Ashby	‡Beatrice	Big Springs	ON Compo-Board, Plaster Board and Plaster Studding, page 53	
†Albion	Ashland	Beaver City	Bingham		
*Albright	Ashton	Belden	Birdsell		
Alda	Asylum	Belfast	Birdwood		
Alden	Atkins Siding	Belgrade	Bladen		
Allen	Atlanta	Bellevue	Blaine	Paper: Building, N. O.S., Roofing and Felt (including Indented Paper), page 85	Group G rates
Alliance	*Auburn	Bellwood	Bloomington		
Alma	Aurora	Belmar	Blue Hill		
Ames	Austin	Belmont	Blue Springs		
Amherst	Avery	Belvidere	Blue Springs Jct.		
Angora	Averys	Benedict	Boelus	Plaster, Building, etc., pages 87 and 109	
Angus	Axtell	Benkelman	Bonner		
Anselmo	Ayr	Bennett	Boone		
Ansley	Barneston	Benton	Bostwick		
Arcadia	Barney	Berea	Bracken	On all other commodities	GroupFrates.
	Bartley	Berks	Bradshaw		

‡Via Chicago, Burlington & Quincy R. R. or Union Pacific R. R.
*Via Chicago, Burlington & Quincy R. R
†Via Union Pacific R. R.

All other Points except those named below	On all commodities.	Group G Rate

EXCEPTIONS.

Combination rates will apply from the points named below.

Abie	Carlisle	Eldorado	Humphrey (via C & N. W. Ry.)	Nickerson (via C. & N. W. R'y.)	South Omaha (via C. & N. W. R'y.)
Ainsworth	Cedar Bluffs	Elgin			

In "List of Points to Which Rates are Named" are shown, under column "Western Gateways," certain numbers, the key to which is explained on pages specified.

Illustration E.

POINTS TO WHICH RATES NAMED HEREIN APPLY.

Note. For Special Commodity Rates applying to specific points see pages 119 to 123, inclusive.

NORTH PACIFIC COAST TERMINALS.

Rates shown herein as applying to "North Pacific Coast Terminals" will apply to the points desiginated below, via the gateway indicated opposite each point:

(See Exceptions, page 26.)

TOWNS.	STATE.	WESTERN GATEWAYS. (For Key to Numbers, see pages 27 to 31, inclusive.)	TOWNS.	STATE.	WESTERN GATEWAYS. (For Key to Numbers, see pages 27 to 31, inclusive.)
Aberdeen	Wash	1, 1B, 10, 28, 37F.	North Portland	Ore	1A, 5B, 8K, 25, 37B.
*Albina	Ore	1, 1A, 5A, 5B, 8J, 8K, 12, 20 24, 25, 28, 31, 37A, 37B, 41, 45, 65, 71.	O. & W. Terminal	Wash	43A, 43B, 43C, 43D, 43E, 69A.
			Ocosta	Wash	1, 1B, 28, 37F.

By reference to the pages named in Illustration E will be found opposite corresponding numbers the route via which traffic must be forwarded, for example:

Illustration F.

KEY TO WESTERN GATEWAYS.

Unless otherwise specifically provided, the rates established herein will only apply (with restrictions as to Steamer Service) on business forwarded to North Pacific Coast Terminals (designated on page 14) and Points in Oregon, Washington and British Columbia (designated on pages 15 to 25, inclusive), via the gateways indicated by the numbers shown specifically after such points:

1. Chicago, Burlington & Quincy R. R. to Billings, Mont., thence Northern Pacific R'y. to destination.

1A. Chicago, Burlington & Quincy R. R. to Billings, Mont., Northern Pacific R'y. to Spokane or Pasco, Wash., thence Spokane, Portland & Seattle R'y. to destination.

1B. Chicago, Burlington & Quincy R. R., Billings, Mont., Northern Pacific R'y. to Spokane or Pasco, Wash., Spokane, Portland & Seattle R'y., to Vancouver, Wash., thence Northern Pacific R'y.

Example of arrangement of Class Rates.

Illustration G.

CLASS RATES.

On shipments for which no commodity rate is named herein, the following class rates, governed by Western Classification No. 47 (I. C. C. No. 5 of F. O. Becker, Agent), supplements thereto or reissues thereof, will apply. (See Exceptions, page 26.)

Note 1. Whenever a carload (or a less-than carload) commodity rate is established it removes the application of the class rates to or from the same points on that commodity in carload quantities (or less-than-carload quantities, as the case may be).

Note 2. Shipments for which no through carload commodity rate nor through carload class rate is provided, will be subject to the sum of the local carload rates unless the through rates for less than carload quantities named herein is lower, in which case the latter wil apply.

TO NORTH PACIFIC COAST TERMINALS. (Designated on page 14). AND POINTS IN OREGON AND WASHINGTON (designated on pages 15 to 19, inclusive.) FROM POINTS SHOWN ON PAGES 2 TO 10, INCLUSIVE AS TAKING.	IN CENTS PER HUNDRED POUNDS.									
	1st Class	2d Class	3d Class	4th Class	5th Class	Class A	Class B	Class C	Class D	Class E
Group A Rates	300	260	220	190	--	--	--	--	--	--
Group B Rates	300	260	220	190	--	--	--	--	--	--
Group C Rates	300	260	220	190	--	--	--	--	--	--
Group D Rates	300	260	220	190	165	160	125	100	100	95
Group E Rates	300	260	220	190	165	160	125	100	100	95
‡Group F Rates	300	260	220	190	160	160	125	100	95	85
‡Group G Rates	300	260	220	190	160	160	125	100	95	85

Minimum Charge. The minimum charge for any single shipment, whether composed of one or more articles, will be based on one hundred pounds at Second Class rate.

‡Rates named will apply also to British Columbia Pacific Coast Terminals designated on page 21.

Example of arrangement of Commodity Rate Tables.

Illustration H.

TO NORTH PACIFIC COAST TERMINALS (Designated on Page 14). ARTICLES. Minimum Weight, Carloads, 30,000 lbs except as otherwise provided.	IN CENTS PER HUNDRED POUNDS. FROM Points shown on pages 2 to 10, inclusive, as taking.																	
	GROUP A RATES.		GROUP B RATES.		GROUP C RATES.		GROUP D RATES.		GROUP E RATES.		GROUP F RATES.		GROUP G RATES.		GROUP H RATES.		GROUP I RATES.		GROUP J RATES	
	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL
A																				
Acid, Acetic. Same as Drugs, N.O.S.																				
Advertising Matter (not to exceed 500 lbs.), may be shipped with carloads of articles advertised, at the carload rate of article shipped.																				
Advertising Signs, glass, boxed	300	----	300	----	300	----	300	----	300	----	300	----	300	----	300	----	300	----	300	----
AGRICULTURAL IMPLEMENTS, as follows:																				
Note With extra parts there may be included not more than a sufficient amount of Fire Brick, hose, belting and pumps to equip the threshers and engines loaded in the car.																				
Reapers, mowers, headers, mower knife grinders, harvesters, hay tedders, hay rakes and extra parts for same, straight or mixed carloads, minimum C. L. weight 24,000 lbs	----	125	----	125	----	125	----	125	----	120	----	115	----	----	----	----	----	----	----	----

Both tables of Class rates and Commodity rates are arranged to apply from the "groups" indicated opposite the points from which rates apply.

EXAMPLE FOR USE.

1. Class rates from Adamsville, Ala., to Aberdeen, Wash.; In Illustration A Adamsville is shown as taking "Group C" rates. Rates shown opposite "Group C" in Illustration G will, therefore, apply to points designated on page 14 and pages 15 to 19 inclusive, including Aberdeen, Wash., as per Illustration E. Illustration E also denotes "Routes 1, 1-B", etc., and by reference to Illustration F "Route 1" is shown as "C. B. & Q. Railroad to Billings, Mont., thence Northern Pacific Railway to destination."

2. Agricultural implements, carload, Omaha, Neb., to Aberdeen, Wash.; Illustration D shows Omaha as taking "Group F" rates. Illustration H shows rate of $1.15 on agricultural implements, carload, from "Group F" to points on page 14 and pages 15 to 19 inclusive, including Aberdeen, Wash.; routing as shown in example 1.

Table of contents indicates pages containing points to which rates are different from those shown on page 14 and pages 15 to 19 inclusive, and such pages also indicate the bases to be employed in constructing rates to such points.

ITEM 93.

CLASS AND COMMODITY TARIFF (Issued Under I. C. C. Numbers of F. A. Leland, Agent, and J. F. Tucker, Agent)

LOCAL, JOINT AND PROPORTIONAL TARIFF OF FREIGHT RATES

On

CLASSES AND COMMODITIES

From

St. Louis, Davenport, Memphis, Little Rock, Fort Smith, Nashville, Louisville, Chicago, Cincinnati, Milwaukee, Fox River, Dayton, South Bend, Macon, Carolina, Raleigh, Middlesboro, Detroit, Cleveland and Pittsburg Territories

To

Texas Points Specified, Also All-rail Rates From Points in Canada, District of Columbia, Florida, Georgia, North Carolina, Pennsylvania and Virginia, Specifically Provided Therein.

Governed by Western Classification; and Texas Exception Sheet (Issued by F. A. Leland).

ARRANGEMENT.

	In Accordance With: Item No.	Page No.
Title page	57	36
Table of contents	58	36
Issuing lines	59	36
Participating lines	59	36
Index to commodities (shown by Item numbers)	60	36
For list of points in "Defined Territories" from which rates apply reference made to I. C. C. number of F. A. Leland's "Territorial Directory"	61 (f)	37
List of individual points from which rates apply	61 (e)	37
List of individual points to which specific rates apply, showing Item numbers and making reference to pages containing complete alphabetical list of points.	61 (e)	37
Complete alphabetical list of Texas Points showing railroad location and rate basis applicable.	61 (f)	37
Groups of Texas Points referred to in specific Items containing rates.	61 (f)	37
Tables of class and commodity differentials, applying to points in Texas taking higher than Texas Common Points rates.	61 (c)	37
Explanation of reference marks.	62	38
Explanation of notes.	64	38
General and special application of rates.	64 and 65	38

Illustration of arrangement of list of Texas points and rate basis applicable:

Illustration A.

LIST OF TEXAS POINTS SHOWING RAILROAD LOCATION AND RATE BASIS APPLICABLE.

To points not named below ,but which are directly intermediate to points which are named, the rates will be the same as to the next more distant point named on the same line.

STATIONS.	RAILROAD LOCATION.	RATE BASIS APPLICABLE	STATIONS.	RAILROAD LOCATION	RATE BASIS APPLICABLE.
Abbott	M. K. & T. of Tex	Common Point.	Alsdorf	Tex. Mid	Common Point.
*Abercrombie	H. & T. C	Common Point	Altair	S. A. & A. P	Common Point.
Abernathy	P. & N. T	See Page 95	Alta Loma(Note 83)	G. C. & S. F	Common Point.

Illustration of arrangement of class and commodity differentials "To points taking higher than Texas Common Points rates":

Illustration B.

CLASS AND COMMODITY DIFFERENTIALS.

TO POINTS IN TEXAS TAKING HIGHER THAN TEXAS COMMON POINT RATES.

EXCEPT WHERE SPECIFICALLY PROVIDED TO THE CONTRARY, RATES ON CLASSES AND COMMODITIES TO THE FOLLOWING TEXAS POINTS WILL BE MADE BY ADDING THE DIFFERENTIALS SPECIFIED BELOW TO TEXAS COMMON POINT RATE.

To points not named below, but which are directly intermediate to points which are named, the rates will be the same as to the next more distant point named on the same line.

STATIONS.	RAILROAD LOCATION.	DIFFERENTIALS, IN CENTS PER 100 POUNDS. Add to Texas Common Points Rates.												Add to Ft. Worth, Tex. Rate.
		1	2	3	4	5	A	B	C	D	E	Beer and Articles taking same rates as described in Item 123, carloads.	Poles, Telegraph and Telephone. (See Item 490.)	Poles, Telegraph and Telephone (See Item 490)
Abernathy	P. & N. T.	26	24	22	21	13	15	12	11	10	9	11	--	10
Abram	St. L. B. & M.	31	30	34	35	22	22	21	14	12	11	14	12	--
Adrian	C. R. I. & G.(Am. Div.)	20	16	16	15	11	12	10	9	8	7	9	--	--

This tariff is published in three Rate Sections:

Rate Section 1: Containing class and commodity rates to "Texas Common Points" and "Points taking higher than Texas Common Points rates".

Rate Section 2: Showing class and commodity rates to Atlanta, Jefferson, Marshall and Waskom, Tex., and points taking same rates.

Rate Section 3: Showing miscellaneous commodity rates to various points of destination in tariff.

ARRANGEMENT OF RATE SECTION 1.

Illustration of arrangement of class differentials to be added to or deducted from St. Louis rates to arrive at rates from "Defined Territories".

Illustration C.

CLASS DIFFERENTIALS.

APPLICABLE IN CONNECTION WITH COMMODITY RATES SPECIFIED IN RATE SECTION No. 1, AS AMENDED OR REISSUED.

To be deducted from or added to St. Louis rates for the purpose of establishing Class and Commodity Rates from points in Defined Territories named below in cases where specific rates are not provided in Rate Sections 2 and 3, as amended or reissued.

Note. Class Differentials will not apply in cases where Special Commodity Differentials are provided in Sections B and C of this Item. Item No. 112.

(SECTION A) FROM	Add or Deduct	Differentials in Cents per 100 Pounds. 1	2	3	4	5	A	B	C	D	E
Little Rock-Ft. Smith Territory	Deduct from St. Louis Rates.	23	20	18	13	10	12	10	9	8	8
Memphis Territory		10	10	8	7	5	7	7	5	5	5
Nashville Territory	Add to St. Louis Rates.	6	5	4	3	2	3	2	2	2	1
Louisville Territory		11	9	6	5	3	4	3	3	3	2
Macon Territory		11	9	6	5	3	4	3	3	3	2
Carolina Territory		20	16	12	10	7	9	8	7	6	5

Arrangement of special commodity differentials to be added to or deducted from St. Louis rates to arrive at rates from "Defined Territories":

Illustration D.

SPECIAL COMMODITY DIFFERENTIALS.

APPLICABLE IN CONNECTION WITH COMMODITY RATES SPECIFIED IN RATE SECTION No. 1, AS AMENDED OR RE-ISSUED.

To be deducted from or added to St. Louis rates for the purpose of establishing Commodity Rates from points in Defined Territories named below, in cases where specific rates are not provided in Rate Sections 2 and 3 as amended or re-issued.

Where Special Commodity Differentials are provided they must be used in preference to Class Differentials.

SECTION B. FROM — Note. Unless specifically provided to the contrary the differentials named herein apply in cents per 100 pounds. — COMMODITIES.	Little Rock-Ft. Smith Territory.	Memphis Territory.	Nashville Territory. (See Item 3 or Re-issue.)	Louisville Territory.	Macon Territory.	Carolina Territory.	Omaha-Davenport Territory.	Chicago-Cincinnati Territory. (See Peoria, Pekin, Crescent, Cedar Rapids, Marshalltown and Kewanee Special Differentials.)	Kewanee, Ill.	Crescent, Peoria, Pekin, Ill.	Cedar Rapids, Marshalltown, Ia.	Milwaukee Territory.	Fox River Territory.	Dayton-South Bend Territory.	Middlesborough Territory.	Detroit-Cleveland Territory.	Johnstown, Pa.	Pittsburg Territory.	Raleigh Territory.	Grape Producing Points Named in Section C, on following Page.
	Deduct from St. Louis rate		Add to St. Louis Rates.																	
Bagging, for baling Cotton, Cotton Bale Ties and Buckles, straight or mixed C. L.	10	4	2	3	3	7	4	7	7	7	7	7	15	11	16	16	---	19	16	----
Brick, as described in Item 126 or re-issues	8	5	1	2	2	5	3	{ 5 Note 75 / 6 Note 74 }	5	5	5	5	10	10	11	11	---	15	16	----
Cement and articles taking same rates, Copperas, Wheelbarrows, knocked down, straight carloads	8	St. Louis rates.	2	3	3	6	4	6	6	6	6	6	11	10	12	12	---	16	15	----
Cotton Piece Goods, any quantity	23	10	4	11	4	11	15	20	20	20	20	20	40	32	40	40	---	50	46	----

Arrangement of tables of class rates from Defined Territories to points taking Texas Common Points rates:

Illustration F.

CLASS RATES.

TO POINTS TAKING TEXAS COMMON POINT RATES.

For minimum weights on shipments from points specified in Note 44, see Southwestern Lines Classification Exceptions and Rules Circular No. 1–Z (F. A. Leland's I. C. C. No. 643 and J. F. Tucker's I. C. C. No. 142), or re-issues.

Note. Whenever a carload or a less than carload Commodity Rate is established it removes the application of the Class Rates to or from the same points on that Commodity in carload or less than carload quantities (as the case may be), except when and in so far as alternative use of Class and Commodity Rates that are contained in separate sections of this Tariff is specifically authorized herein.

TO	FROM	RATES IN CENTS PER 100 POUNDS. First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Class A.	Class B.	Class C.	Class D.	Class E.
(a) Points in Texas taking Texas common Point Rates	St. Louis Territory	147	129	112	102	80	85	75	62	50	43
	Memphis Territory	137	119	104	95	75	78	70	57	45	38
	Little Rock-Ft. Smith Territory (see Note below)	124	109	94	89	70	73	65	53	42	35
	Chicago-Cincinnati Territory	167	145	124	112	87	94	83	69	56	48
	Milwaukee Territory	167	145	124	112	87	94	83	69	56	48
	Omaha Davenport Territory, except Quincy, Ill	162	141	121	109	84	90	79	66	54	46
	Quincy, Ill	153	134	117	106	84	90	79	66	54	46
	Fox River Territory	187	160	136	122	95	101½	89	74	61	53
	Nashville Territory	153	134	116	105	82	88	77	64	52	44
(b) Points in Texas taking higher than Texas Common Point Rates	Territories shown above	Add to Texas Common Point Rates shown above the Class Differentials specified on pages 95 to 102, inclusive herein.									

Note. Memphis, Tenn., rates will apply to Eagle Pass, Dodd, Cones, Nye, Davis, Pace, Leyendecker, Islitas Spur, Simon, *Benavides, *Cannel Junction, Cannel Station, *Islitas, Minera, *Sanchez, *Sanchez Hill, San Jose, Christen Spur and Isabel, Tex.

To obtain class rates to Texas points (see Illustration A) refer to "Territorial Directory" authorized for use in conjunction with tariff (see Item 90, page 65 for illustration of Territorial Directory) and ascertain in what "territory" the point of origin is located.

When the "List of Texas Points" (Illustration A) refers to specific page in tariff, the page referred to provides differentials to be added to the Texas Common Points rate (Illustration B). For example: To obtain class rate from Atlanta, Ga., to Abbott, Tex., and Abernathy, Tex.: "Territorial Directory" shows Atlanta in "Nashville territory". "List of Texas Points" (Illustration A) indicates Abbott as taking "Common Points" rate. The rates shown in rate tables opposite "Nashville Territory" (Illustration F) are the class rates applying from Atlanta, Ga., to Abbott, Texas. To Abernathy, however, the "List of Texas Points" refers to page 95. Upon reference thereto Abernathy is shown as taking higher than Texas Common Points rates, the differentials to be added being shown opposite Abernathy (Illustration B).

Commodity rates are published to Texas Common Points from St. Louis, Chicago and Memphis territories, and rates from other "Defined Territories" are made by adding to or deducting from St. Louis rates specified differentials.

Illustration of arrangement of commodity rate tables:

Illustration G.

COMMODITY RATES TO TEXAS COMMON POINTS.

Item No.	COMMODITIES, CARLOADS Except Where Specially Provided to the Contrary.	Differential Basis. Rates from points in Defined Territories and to points taking higher than Texas Common Point rates will be made by the use of the differentials indicated below.	Rates in Cents per 100 Lbs. FROM St. Louis Territory	Chicago Territory	Memphis Territory
133	Cement Plaster, Coal Tar Paving Cement, Roofing Pitch and Stucco, straight or mixed carloads, or mixed with Cement, (except Asbestos and Mortar Color Cement); also Asbestos Cement, straight carloads, minimum weight 40,000 pounds. (See Items Nos. 60, 61, 62, 63 and 64.)	D or Special	40	46	40
134	Cement (except Asbestos and Mortar Color Cement), minimum weight 38,000 pounds	D or Special.	35	41	35
135	Chemicals and Drugs: Acids, not otherwise specified in this Tariff, in drums and carboys, minimum weight 36,000 pounds, except that on shipments in carboys originating at points specified in Note 44, the minimum weight will be as provided in Note 94	A.	85	94	78
136	Liquid Carbonic Acid, in Iron drums, minimum weight 40,000 pounds	4	55	65	48

The characters in black face type under "Differential Basis" represent the class differentials (as indicated in Illustration C), to be added to or deducted from the rates from St. Louis, except that specific rates are named from "Chicago" and "Memphis" territories. The term "or special" indicates that the "Special Commodity Differentials" (as shown in Illustration D) will be added to or deducted from the St. Louis rates.

To points taking higher than Texas Common points rates, the differentials specified opposite such points as shown in table of "Class and Commodity Differentials" (see Illustration B), will be added to the commodity rate applying to "Texas Common Points".

The items referred to in parenthesis under the commodity descriptions indicate restrictions of the application of such commodity rates as explained in items specifically referred to and shown under "Special Application of Rates" and such restrictions must be carefully observed.

ARRANGEMENT OF RATE SECTION 2:

This section provides specific class and commodity rates from "St. Louis" and "Raleigh Territories" to Atlanta, Jefferson, Marshall and Waskom, Tex., and points taking same rates, as named in tariff and referred to in "Table of Contents". Class and commodity differentials are shown to apply from other "Defined Territories". The class differential tables and commodity differential tables are arranged in a manner similar to those shown in "Rate Section 1". The Commodity rate tables are arranged in a slightly different form. Example:

Illustration H.

COMMODITY RATES.
TO
POINTS IN TEXAS SPECIFIED AND POINTS IN THEIR RESPECTIVE GROUPS.

Item No.	COMMODITIES, CARLOADS. Except Where Specially Provided to the Contrary.	Rates from points in Defined Territories, other than those specified below, will be made by the use of the differentials indicated below.	TO			
			Atlanta, Tex., and points taking same rates	Jefferson, Tex., and points taking same rates.	Marshall, Tex., and points taking same rates.	Waskom, Tex., and points taking same rates.
			RATES IN CENTS PER 100 POUNDS. (except as otherwise provided.)			
252	Axes, less carloads	2 St. Louis Territory	119	129	129	129
		Raleigh Territory	164	164	164	164
253	Bags and Bagging: Bagging, for baling Cotton, Cotton Bale Ties and Buckles, straight or mixed carloads, minimum weight 36,000 pounds	5 St. Louis Territory.	35	37	37	37
		Raleigh Territory.	53	53	53	53

It will be noted the commodity rates under this arrangement are shown opposite the "territory" from which such rates apply under the points of destination and the "differentials" to apply from "Defined Territories" are indicated by characters above the "territories" shown opposite the rate tables.

To obtain rates, the same principle will apply as in examples shown in "Rate Section 1".

ARRANGEMENT OF RATE SECTION NO. 3:

This section provides specific commodity rates from points of origin specifically named to points of destination specifically named, and where rates are shown to "Texas Common Points" refers to the "Differential" contained in Section 1 (see Illustration B) for constructing rates to points taking "higher than Texas Common Points rates".

Rate Section 3 also provides special differentials on certain commodities, to be added to rates applying from specified points, and referring to the item or items containing specific through rate from such specified points.

Rate Section No. 1 provides that if the rates named in that Section are lower than the rates named in Sections 2 and 3, the rates named in Section 1 will apply.

Rate Section No. 2 provides that if the rates named in that section are lower than the rates in Sections 1 and 3, the rates named in Section 2 will apply.

Rate Section No. 3 provides that if the rates named in that section are lower than the rates in Sections 1 and 2 the rates named in Section 3 will apply.

Therefore, to obtain rates from or to points contained in one or more sections of the tariff it is necessary to examine each section to insure application of the lowest available rate.

ITEM 94.

CONFERENCE RULINGS OF THE INTERSTATE COMMERCE COMMISSION NOT EMBRACED HEREIN.

Conference Ruling No.	SUBJECT.
2	Tariffs distinguishing between shipments handled by steam and electrical power.
5	Free storage creating distributing point for private industry.
7	Commissions on import traffic.
11	Reduction of rate when formal complaint against it is pending.
12	Tariff that fails to state the date of its effectiveness is unlawful.
13	Tariffs not concurred in are unlawful.
17	Feeding and grazing in transit.
21	Caretakers of milk.
25	Refund of drayage charges caused by misrouting.
31	Demurrage charges on astray shipments.
39	Accrued demurrage charges.
41	Division of proceeds of sale of shipment to pay freight charges.
47	Tariff taking effect on Sunday.
50	When joint agent publishes a new rate between two points, without cancelling the old rate duly published by one of the carriers, the old rate on that line remains in effect.
52	Rate Eastbound cannot be applied Westbound unless so published.
53	Transit privilege not availed of cannot be renewed after the expiration of the time allowed in the tariffs.
57	Reshipping rate from primary grain markets.
59	Carriers must send car through or transfer shipment enroute.
70	Effect of a failure in a new tariff naming higher rates to cancel same rates in prior tariff.
73	Effective date of tariff filed by a carrier when first coming under the law.
83	Blockade by flood.
93	Misrouting involving carriers not subject to the Act.
94	Leasing carrier's property in consideration of lessee's shipments.
97	Collection by carrier of L. C. L. shipments.
100	Effective date of tariff that was used before August 28th, 1906, but was not filed until after that date.
101	Cancellations in tariffs must be specific and complete.
124	Free transportation of material and workmen.
126	Refund of overcharge on shipment to foreign country adjacent.
130	Maintenance of relative adjustment in ssuing tariffs to conform with formal orders of the Commission.
131	"Gross ton" and similar phrases, as used in tariffs, defined.
132	Refund on grain doors.
133	Overcharge on one shipment offset against undercharge on another.
139	Statute of limitation.
140	Misrouting shipment that could move intrastate.
141	Tariff is not governed by classification, except when so specified.
143	Misrouting of company material.
144	Switching shipments upon which transportation charges have not been paid.
145	A tariff rule that is unlawful PER SE cannot be used.
146	Improper and unlawful tariff provision.
152	Right of shipper to pay freight charges on fictitious weight in order to receive free icing.
153	Carrier when a shipper cannot evade payment of lawful rates of a connection by securing trackage rights over its line.
168	Effect of trackage arrangements under the act to regulate commerce with respect to shipments routed by shipper.
175	Carload shipments.
179	Tariffs providing for transportation of caretakers in passenger cars.
180	Lessee road not serving public as common carrier.
183	Reservation of right to route shipments.
185	Free or reduced transportation to Museum of Natural History.
191	Car service charges on traffic from and to Canada.
194	Refund denied of demurrage collected under tariff not on file.
204	Transit privileges.
213	Diverting traffic because of blockade.
217	Return of astray shipments.
224	Transportation of trucks of cars destroyed on foreign lines.

ITEM 94 (Continued).

CONFERENCE RULINGS OF THE INTERSTATE COMMERCE COMMISSION NOT EMBRACED HEREIN (Continued).

DATE MADE.	
November 9, 1909.	Signature to released valuation clauses on bills of lading.
November 9, 1909.	Line jointly operated through separate company must concur in tariffs for through traffic.
November 22, 1909.	Transit privileges of eighteen months not excessive.
November 22, 1909.	Partial unloading at intermediate point of shipments.
November 22, 1909.	Misrouting resulting in wrong terminal delivery.
November 22, 1909.	Drayage charges.
November 23, 1909.	Refund on shipment forwarded to erroneous destination through consignor's error.
December 6, 1909.	Switching movement analogous to an astray movement.
January 4, 1910.	Collection of established rates on recalled shipment.
January 4, 1910.	Outbound charges on shipment may not be refunded by the carrier and charged back against the consignor.
February 7, 1910.	Misrouting through error of joint agent of two carriers.
February 7, 1910.	No refund on the basis of a rate not effective.
February 7, 1910.	Waiver of undercharges.
February 8, 1910.	Demurrage accruing because of carrier's failure to notify consignee.
February 8, 1910.	Misquotation of Canadian rates.
February 14, 1910.	Carload minimum under a joint through rate.
March 7, 1910.	Published divisions of through rates to and from Mexico.

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